

Latitude 38

VOLUME 111, SEPTEMBER 1986

CIRCULATION: 40,000



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J/40 OWNERS SOUND OFF

"I just spent three weeks cruising my *J/40* in Maine. Bob Bavier of *Yachting* magazine is sailing the boat in the New York Yacht Club Cruise. Our plans are to do Bermuda, Chesapeake Bay, and the Virgin Islands before we bring her back to the West Coast."

"I am sure at one time or another everyone has purchased a car or boat with high expectations — only to be disappointed. The *J/40* has exceeded our every expectation. My wife likes the light airy cabin. I love sailing a boat that does everything I want it to do. The *J/40* is great!"

*Chuck Kober, past president,
U.S.Y.R.U., Long Beach YC*

"My family and I just returned from a three week cruise to Desolation Sound in the San Juan Islands. We encountered a wide range of conditions: Glassy calms to 45 knot squalls. The *J/40* handled all wonderfully."

"I looked at a lot of boats before I bought my *J/40* — C&C's, Jeanneau 41 and 45, Beneteau 42 and 44, Morgan 46 and lots of custom boats. Finish, construction, storage, layout, headroom, interior space — *J/40* was the only choice for my family."

John Riley, M.D., Seattle YC

**To hear more about
the outstanding *J/40*
cruiser, contact one
of these authorized
J/Boat dealers.**



THE OUTSTANDING CRUISER



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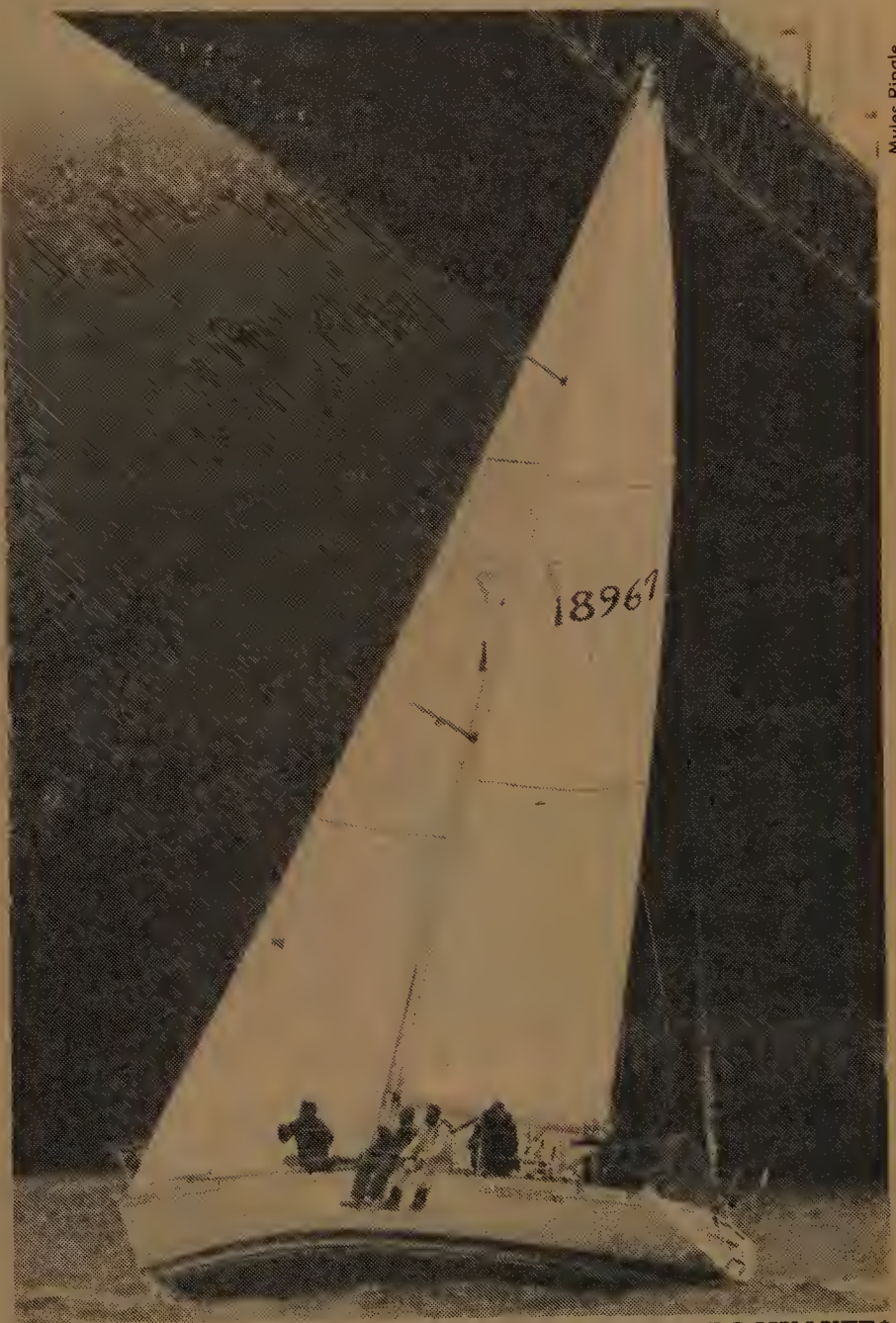


Rocinante

Alex and Edith Malaccorto's new Beneteau 42 is a thoroughbred. Unlike the misguided mount in *Don Quixote*, this "Rocinante" is proving to be a real race horse.

Harnessed to a full suit of Pineapple Sails, she won her first two ocean races hands down.

For the horse power you need to outdistance the fleet, give us a call. We'll be at the Bay Area Boat Show in Alameda from the 13th through the 21st. Come by our booth and take advantage of our Boat Show discount.



Myles Ringle

ROCINANTE*

BOAT SHOW DISCOUNT Now in Effect.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City



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\$112,000 x 6

Passage Yachts Offers the Best Bottomline of the Boat Show.

Yes it's true \$7,280 is the amount you save if you buy a new Passport 37 during the boat show. We'll pay your sales tax. In fact, we will pay the sales tax for you on any new Passport or Bénéteau purchased during the boat show.



Passport 40

The Time is Right.

Interest rates are lower now than they have been in many years. This makes for an even lower bottomline each month. At Passage Yachts, our expertise in the area of finance allows you to have a custom tailored package that can get you sailing today.

World Class Yachts.

In any harbor of the world, a Bénéteau or Passport yacht stands out. Exhilarating sailing, beauty, and superb construction set them apart from the ordinary. You will find Bénéteau in

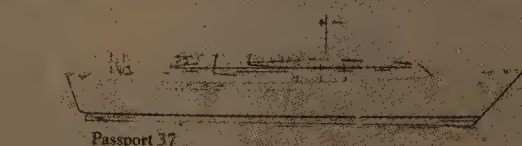


the rugged world of the charter trade, at the most prestigious yacht clubs, or in the winner's circle at any racing event. Passport owner's have a fierce pride in their handcrafted yachts tailored to their individual needs. They rarely part with them.

The Passport Line

Superior craftsmanship in a performance cruiser at a very competitive price, that's Passport Yachts. Attention to detail and superior quality control is the key to the Passports beauty and integrity. All Passport Yachts feature large volume interiors that have been skillfully designed to offer a choice of layouts.

Sizes range from 37' to 51'.



Passport 37



Passport 47 Center Cockpit



Passport 40



Passport 51



Passport 42



Passport 51 Alt Cockpit



Passport 47

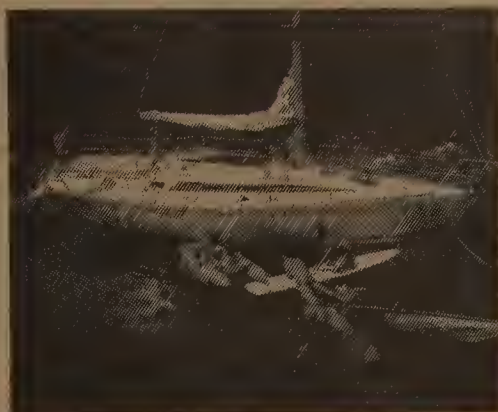
5% = \$7,280

A Dealer Committed to Customer Satisfaction.

At Passage Yachts, customer service is the cornerstone of our business. A long list of satisfied owner's is proof that this old fashioned philosophy still works. Throughout the sales department, service department and support staff the commitment to making you happy and satisfied is the bottomline.

The Best Bottomline Just Got Better.

Any Passport or Bénéteau purchased during the Bay Area Boat Show in Marina Village



Bénéteau 345

will be a true sailaway yacht. Fully equipped with everything you need from sails, stove, and compass, to anchor package, knotmeter, depthsounder and VHF; you've got it all: the bottomline is — no costly extras to add.

If you're planning to buy a quality sailboat, now's the time. We've got great boats and a great deal. That's the bottom line.



PassageYachts INC.

1220 Brickyard Cove
Point Richmond, CA
(415) 236-2633

Offer good through Sept. 21, 1986

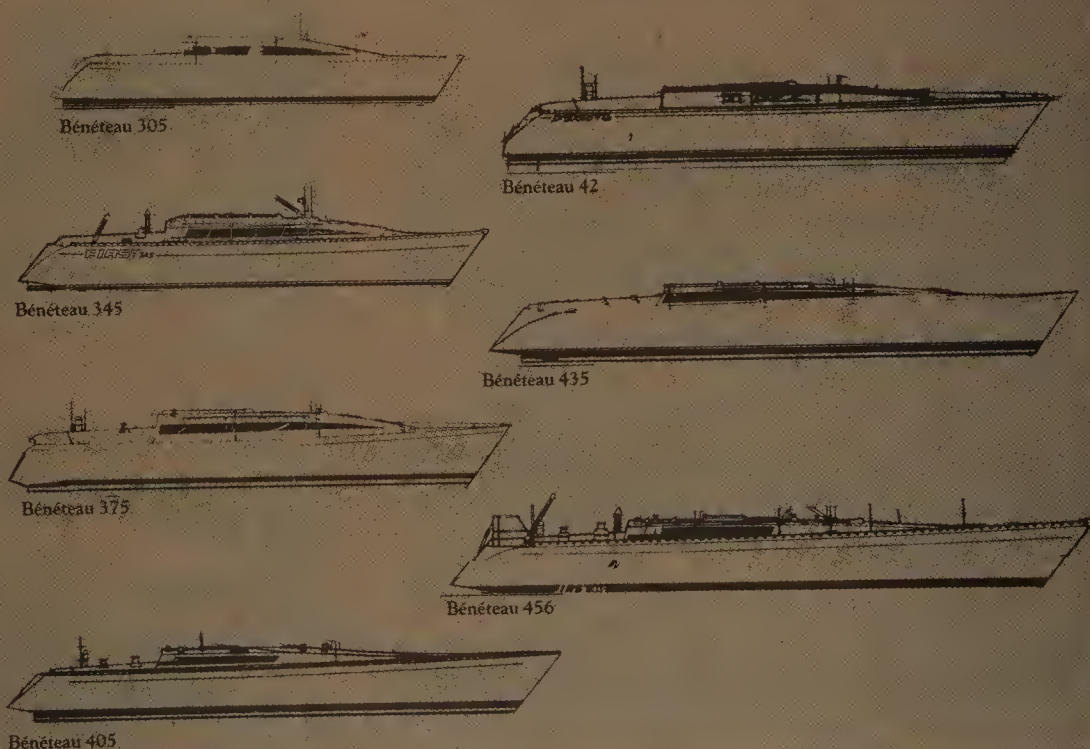
The Bénéteau Line

Construction excellence coupled with proven designs from the World premier yacht designers like German Frers give all Bénéteau sailboats easy handling characteristics and fun for your entire family.

Bénéteau gives you the ability to sail through big seas and high winds with a smile on your face.

It's this approach to yacht building that's been Bénéteaus' philosophy for over 100 years.

Size ranges from 23' to 50'.



Sellers: We have been selling a lot of brokerage boats and need new listings. If you have a well maintained quality sailboat to sell at a fair price you should consider our professional services. *We get results!*

1220 Brickyard Cove Pt. Richmond (415) 236-2633



Bay Area's best brokerage buys

Local Cruisers / Some Race Equipped

20' Cal 20	2,600
*22' Santana 22, With Trailer	7,200
*23' Ranger 23,	10,500
*24' J-24	10,900
*24' Moore 24, Trailer	16,500
*25' Cape Dory, Cruise Equip.	13,900
*25' Cape Dory 25D, Diesel	29,850
*25' Olson Mylar, Trailer	22,500
*26' C&C, Inboard	20,500
*26' International Folkboat	11,500
*26' Ranger 26, Mull Designed	10,500
*26' Columbia Two From	9,000
*26' Pearson 26	16,200
*27' NorSea 27, Sturdy Cruiser	34,900
*27' Ericson 27 Three From	18,900
*27' Cheoy Lere Offshore	18,950
*27' Cal T/2, Two From	15,000
*27' Yega 27, Swedish Cruiser	17,000
*27' Cal 2-27 Great One-Design	22,500
*28' San Juan, Diesel, Sharp	26,950
*28' Lancer, Six Bags of Sails	16,500
*28' Pearson 28, Excel. Cond.	31,500
*28' Islander 28, Three From	28,000
28' Ericson 28+, 1980	38,950
*28' Sovereign, Center Cockpit	35,000
*29' Bënêteau, 1985	42,000
*29' Ericson, Diesel, Wheel	28,500

*29' Cal 2-29, Two From	26,000
*25' Cape Dory, Cruise Equip.	13,900
*25' Cape Dory, Cruise Equip.	13,900
*29' Mair-ULDB by C&B	19,500
*30' S-2, 9.2A, Dodger, Wheel	38,500
*30' Catalina 30, Diesel	37,000
30' Yamaha, Diesel, Loran	38,000
*38 Pearson 30, Very Clean	24,000
*30' Newport 30	36,000
*30' Wylie 30	25,500
*30' Islander 30	26,500
*32' Pearson 323 Two From	39,500
32' Columbia 9.6 Two From	39,500
*33' Hunter, 1980, Diesel	41,950
*33' Ranger Must Sell	35,000
*34' Wylie 34, Race Equipped	55,000
*34' O'Day, Dodger, Wheel	57,000
*35' Ericson 35	36,000
*35' Coronado 35	42,000
*36' Islander 36,	54,900
*38' Catalina 38	79,900

Blue Water Cruisers / Liveaboards

*30' Alberg 30, Classic	28,000
32' Vanguard Offers	37,000
*35' Bristol, Perkins, Dodger	39,500
*35' Alberg, Auto Pilot, Radar	39,000
36' Pearson Cutter, Liveaboard	96,000
36' Luders 36, Cheoy Lee	50,000

36' Mariner Sty'sly Ketch	65,000
*37' Tayana Must Sell	65,000
37' Crealock,	108,000
37' Flying Dutchman	65,000
*37' Islander, Great Cruiser	38,000
*38' Kettenberg, Excel. Cond.	19,950
*38' Ericson, 1982	99,000
38' Bënêteau, Twin Aft Cabins	95,000
38' Farallone Clipper, Restored	45,000
*39' Landfall Pilot Hse Cutter	74,900
39' Lancer Motor Sailer	105,000
40' Challenger, Superb Cond.	78,500
*41' Newport S, C&C Design	75,000
*41' CT Ketch, Cruise Equipped	54,950
*41' Whitby Caribe	59,500
41' Perry, Superbly Maint.	125,000
42' Passport	143,000
42' Garden Stys'l Ketch	105,000
*42' Pearson 424, Ketch	128,000
*42' Golden Wave, Perry Dsgn	119,000
44' Hardin Ketch, Generator	114,900
*44' Peterson Cutter	124,000
46' Island Trader Mtr Sailer	165,000
46' Cal 2-46, Loaded	132,000
*48' Cheoy Lee, Staysail Ketch	150,000
*51' Garden Ketch	145,000
52' Columbia, Generator	125,000
54' Sparkman & Stephens	300,000
53' Cheoy Lee Ketch, Repo	205,000



1981 Catalina 30. This beauty includes diesel, wheel steering, dodger, pressure water, shower, custom teak and holly cabin sole, electronics, and five bags of sails. Owner has Passport 40 on order. \$35,000. Sistership.



1982 MAIR 28. A fast custom molded U.L.D.B. (124 P.H.R.F.) Beautifully executed by C&B of Santa Cruz. Unique drop bulb keel, Ballenger spar, mylar sails, and trailer. \$19,500.



Ericson 27. This popular One-Design features a hard to find combination of diesel engine and wheel steering. Desirable additions include dodger, new sails by Koliu, and cold plate refrigeration. Very clean and inviting. \$23,500.



1978 NorSea 27. Sturdy, trailable cruiser in excellent condition. Center cockpit, aft cabin model. She has been sailed sparingly and retains her new boat freshness and handsome interior. \$34,900.

CONTENTS

subscriptions	27
calendar	35
letters	45
loose lips	87
sightings	96
kenwood cup	120
summer spots III	136
knowing the ropes	142
mexico primer	148
sewing machines at sea	154
race chartering	156
brokers' defense	160
max ebb	164
big boat series review	168
the racing sheet	170
changes in latitudes	182
classy classifieds	195
advertiser's index	207
brokerage	211

COVER PHOTO: LATITUDE 38/RICHARD
 Spray soaked spinnaker setup —
 'Windward Passage' at the Kenwood Cup
 Graphic Design: K. Bengtsson
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PASSAGES

*News from the World of
 Passport, Bënêteau and Passage Yachts*

Bënêteau — A Study in Versatility



The beginning...

The Bënêteau First 42 is an exceptional yacht from the design board of German Frers. She began life as the 1981 World Two Ton Champion, Gitane VII. Mr. Frers then modified her slightly to accommodate an exceedingly commodious and practical interior — the cruising families delight.

A legend is born...

Bënêteau has now built over 2500 of these swift and powerful yachts. The First 42 has established herself as a world class racer and cruiser. From participating in the Admiral's Cup to cruising the oceans of the world, her legendary construction and ease of handling allows her to meet all of these demanding tasks easily.

Local boy makes good...

Alex Malaccorto, a well known local racer chose the First 42 for her creature comforts and value, as well as her racing heritage. After taking delivery of his new yacht, he promptly entered her into the Ocean Vallejo and took 1st place. He then entered her into the Drakes Bay Race Weekend and took a 1st place and 3rd place. Not too bad for only having a few weeks of sailing experience on his new Bënêteau 42.



Cruising in First Class...

The First 42 is fully equipped with sails, refrigeration, battery charger, two heads, owner's stateroom, gourmet galley, hot and cold pressure water, propane stove, a furniture grade teak interior, superb deck hardware and a PHRF rating of 72.

Versatility...

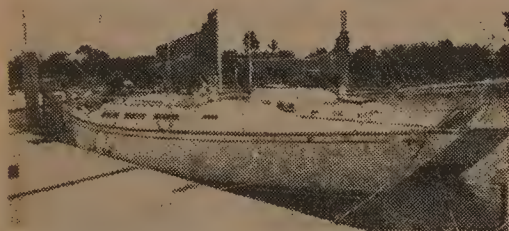
If you are looking for a swift, versatile yacht for cruising, racing or anything in between, you won't find a better yacht.



Sunset Yachts

YOUR TIME IS VALUABLE!

See The Largest Selection In ONE LOCATION!



CATALINA 38. Popular racer/cruiser, with liveaboard comfort, like new, fully equipped. Try \$50,000 or \$480 monthly payments.



CT-54. Liveaboard w/ every comfort, cruise in style. (4) private staterooms, full electronics, shows better than new. Asking \$245,000.



SWAN 43. Like new condition, three pages of gear, motivated seller needs offer. sistership



ERICSON 27. Wheel, diesel, fireplace, motivated seller. Try \$19,000 or \$180 monthly payments.



SANTANA 35. Popular racer/cruiser, active 1-dsgn fleet, loaded w/ gear, like new; motivated seller. \$55,000 or \$528 monthly payments.



DUFOUR 35. Strong and seaworthy offshore cruiser in excellent condition; loaded with gear. Motivated seller. Try \$65,000 or \$525 monthly payments.



PEARSON VANGUARD. Alberg design, full keel, offshore cruiser, full inventory Piastino. Try \$29,000 or \$278 monthly payments.



HUDSON 51. Gordon design, liveaboard or offshore cruiser, extremely moderated. \$95,000.



TAYANA 37. Bob Perry designed, popular offshore cruiser or liveaboard. Cutter rigged, excellent condition. TM \$75,000 or \$720 monthly payments.



WESTSAIL 43. Center cockpit offshore cruiser. Excellent condition. Try \$98,000.



FREEPORT 41. Excellent liveaboard, outstanding condition. Desperate seller. Try \$85,000.



PEARSON 40. High performance cruiser with comfort and Pearson quality. Try \$80,000.



SEAHORSE 36

1984 Trawler

Better than new, fresh water boat, low hours. Lightly used. Trade for small sailboat.

Asking \$79,000

(415) 654-9185



YAMAHA 33. Excellent condition, finely tuned, lots of gear. Try \$38,000.



FANTASIA 35. Full keel, center cockpit, diesel engine and loaded. Try \$55,000 or \$500 monthly payments.



ISLANDER 36. 1974. Recent buff and bottom job. New VHF. Try \$39,500.

sistership



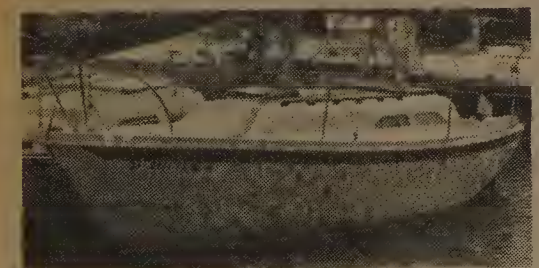
CATALINA 27. We have four — inboard, outboard — From \$13,000.



PEARSON 30. Beautiful boat, ready for new owner. Try \$23,000.



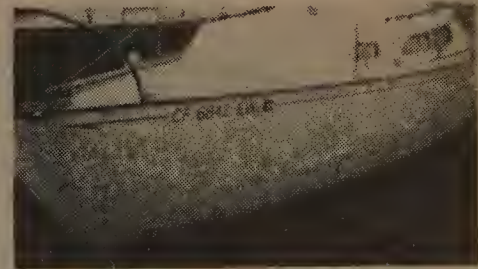
ERICSON 30. 1978, diesel, lots of sails. Try \$32,000.



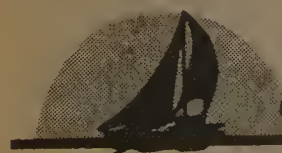
ALBIN 28. 1981, diesel, like new. Try \$24,000.



ALOHA 27. 1985. New boat warranty. Try \$24,000.

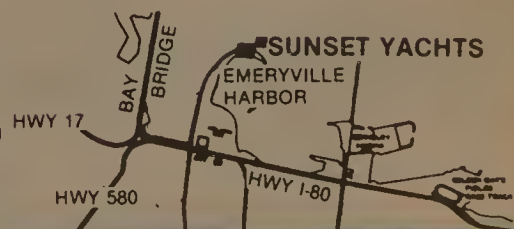


RANGER 26. Lots of gear. Try \$10,000.

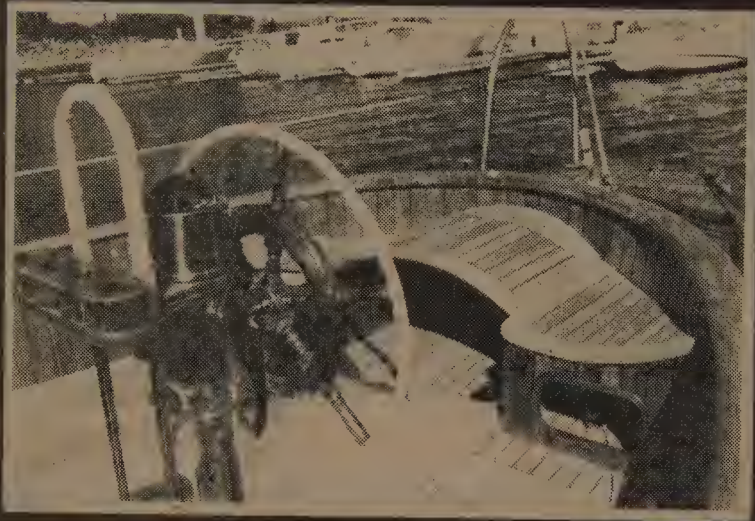


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Bring the whole family to the Bay Area Boat Show September 13 to 21 at Marina Village, Alameda, CA.

Show Hours:

Weekdays noon to 7 p.m.

Weekends 10 a.m. to 7 p.m.

Admission:

Adults \$5.00

Children to 12 free with adult.

Bring this ad and get \$1.00 off on weekday admission.

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When HOOD pioneered the first SEA FURL headsail furling/reefing system in 1972 we expected imitators. And we got them. But, until now, there wasn't a less expensive furling system with HOOD quality.

Now, because of HOOD's experience you have a choice; the extra feature SEA FURL for the competitive sailor or SEA FURL LD for the cruiser who wants a simple, effective furler/reefer without the expense of a multi-purpose system.

The key differences are that the SEA FURL is an integral part of your headstay and uses a Gemini-type twin groove headfoil that is aerodynamically efficient and an easily removable collector drum so that you can go racing.

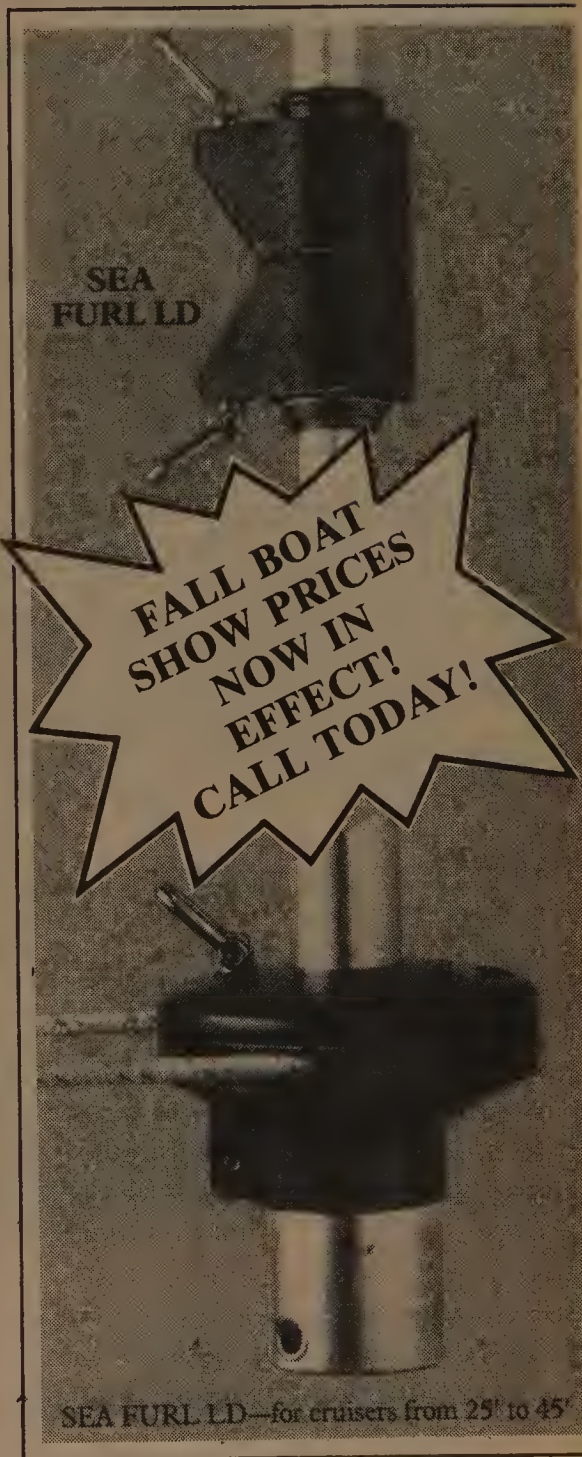
SEA FURL LD uses a line driver and endless loop line. The luff extrusion is round, so it is less aerodynamic but has a smoother furling action. And, because it fits over your existing headstay, you can install it yourself.

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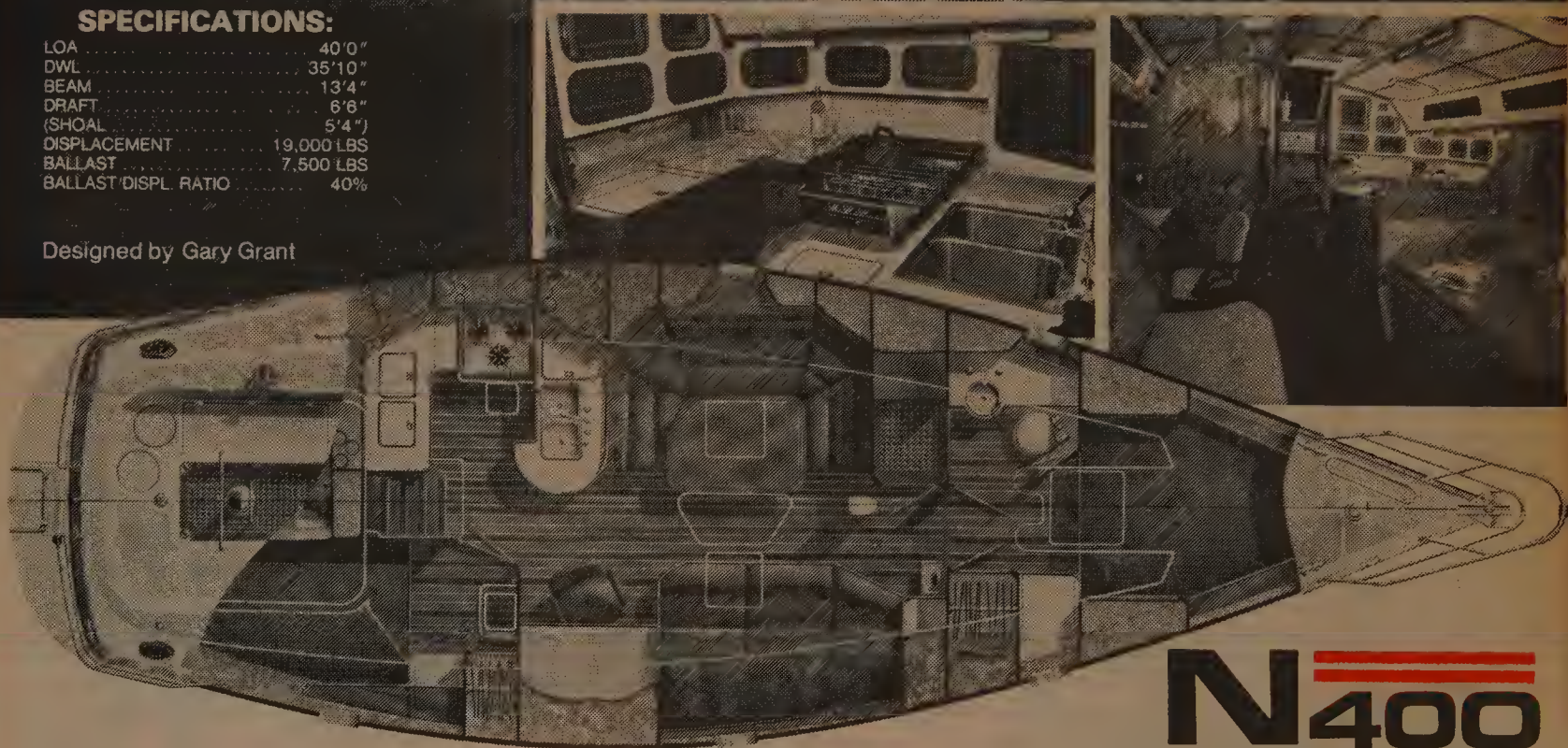
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DISPLACEMENT 19,000 LBS
BALLAST 7,500 LBS
BALLAST/DISPL. RATIO 40%

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N400

features beautiful tooling
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☐ Norseman 447 Brochure
☐ Norseman 535 Brochure
☐ VHS or ☐ BETA Video Norseman 447
 (Enclose \$25 refundable deposit.
 Make check payable to Norseman Yachts, Inc.)

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at the Long Beach Boat Show,
October 24 - November 2.
★ Dealer inquiries invited ★**

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Hand-laid up fiberglass & deck
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8 oz dacron main, 6 oz dacron jib
6 oz dacron staysail
Sail bags for all sails
Sail covers for all sails
Teak emergency tiller
S/S bow pulpit, S/S stern pulpit
(6) bronze hawse pipes & mooring cleats
Teak cockpit seats & cockpit grating
Teak skylite, teak companionway hatch & doors
Teak forward hatch, exterior teak trim
11 bronze opening ports, (2) coaming lockers

S/S dinghy davits w/teak cross bar & cleats
8' fiberglass dinghy, oarlocks & oars
Exterior teak handrails, (2) samson posts forward
S/S stanchions, dbl lifelines w/gates P&S
Bowsprit w/teak platform & anchor rollers
Teak joinery & cabinetry through-out
Hull insulation in all lockers
Formica counters in head & galley
Teak framed mirror in head, interior teak handrails
V-berth filler — (8) 12v cabin lights
12v electrical system w/3 way switch & circuit breakers
110v shower power socket w/3 way switch &
circuit breakers & (6) 110v outlets
International running lights
12v spreader lights, 12v anchor light
Manual marine head, 30 gallon holding tank

10 gallon hot water heater, 110v & engine
H&C pressure water, (1) high capacity
manual bilge pump
(1) PAR heavy duty electric 12v bilge pump
Bilge pump stainer, bronze sea cocks on all thru hulls
Diesel engine — Yanmar 3QM30F fresh water
cooled 33 hp
(6) Barlow winches, S/S staysail traveler
S/S genoa track w/cars, pedestal steering
w/teak wheel
(4) dorade vents, chain locker & deck pipe
Teak rub rail, teak cabin sole, ice chest w/4"
insulation
(1) 120 AH 12v battery & fiberglass box
90 gallon fuel tank under V-berth
110 gallon S/S water tank in bilge space

CUTTER SPECIFICATIONS

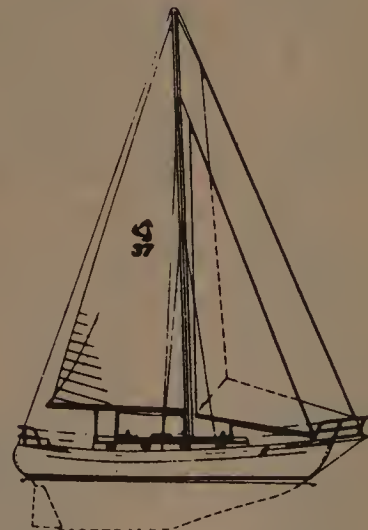
LOA	42'2"
LOD	36'8"
LWL	30'10"
Beam	11'6"
Draft	5'8"
Displacement	22,500# (dry)
Ballast	7,340#
Sail Area	864 sq.ft.
Main	342 sq.ft.
Jib	292 sq.ft.
Staysail	230 sq.ft.
Power	Diesel
Water	100 gallons
Fuel	90 gallons

KETCH SPECIFICATIONS

LOA	42'2"
LOD	36'8"
LWL	30'10"
Beam	11'6"
Draft	5'8"
Displacement	22,500# (dry)
Ballast	7,340#
Sail Area	768 sq.ft.
Main	263 sq.ft.
Jib	209 sq.ft.
Staysail	156 sq.ft.
Mizzen	140 sq.ft.
Power	Diesel
Water	100 gallons
Fuel	90 gallons

The universally famous Tayana-37 is a true masterwork of the yachting world. Designed by Robert Perry and built to the most stringent specifications in the industry to TaYang, she is without exception the finest yacht investment available.

The Tayana-37 is available with ketch or cutter rig and in trunk cabin or pilot house models.



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Robert H. Perry, 'Sailing' Magazine

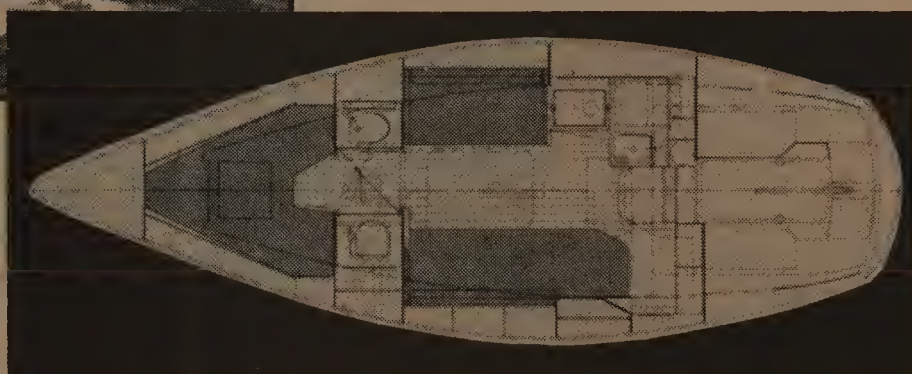


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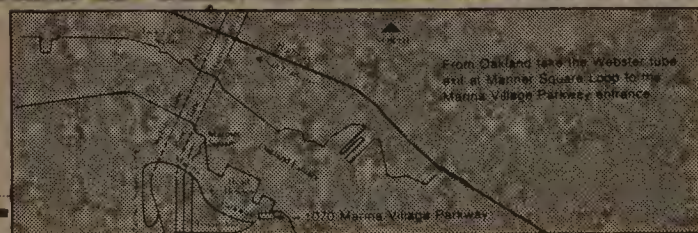
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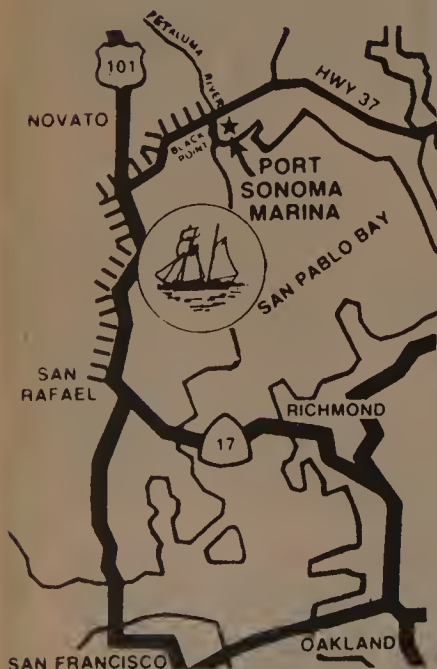


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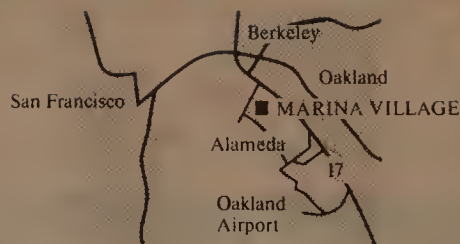
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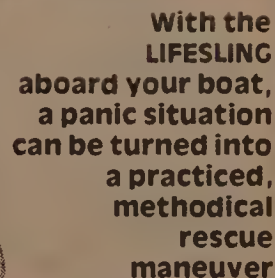
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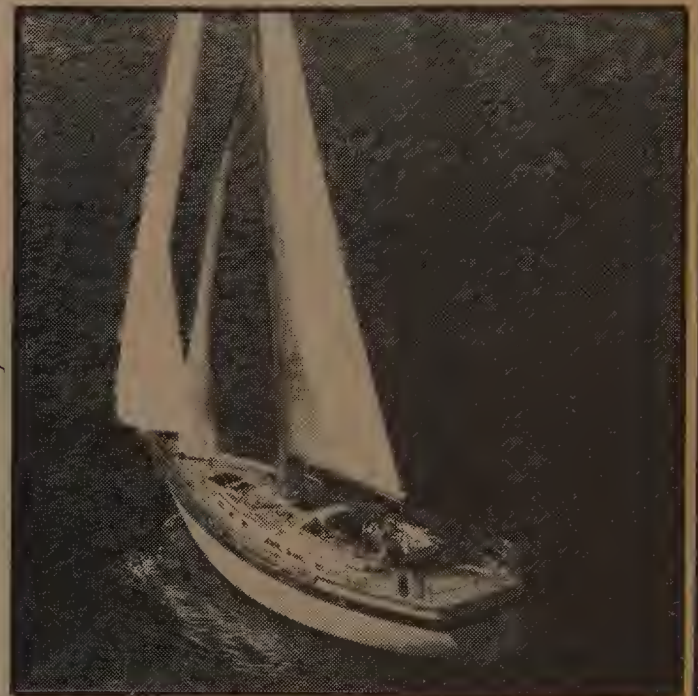
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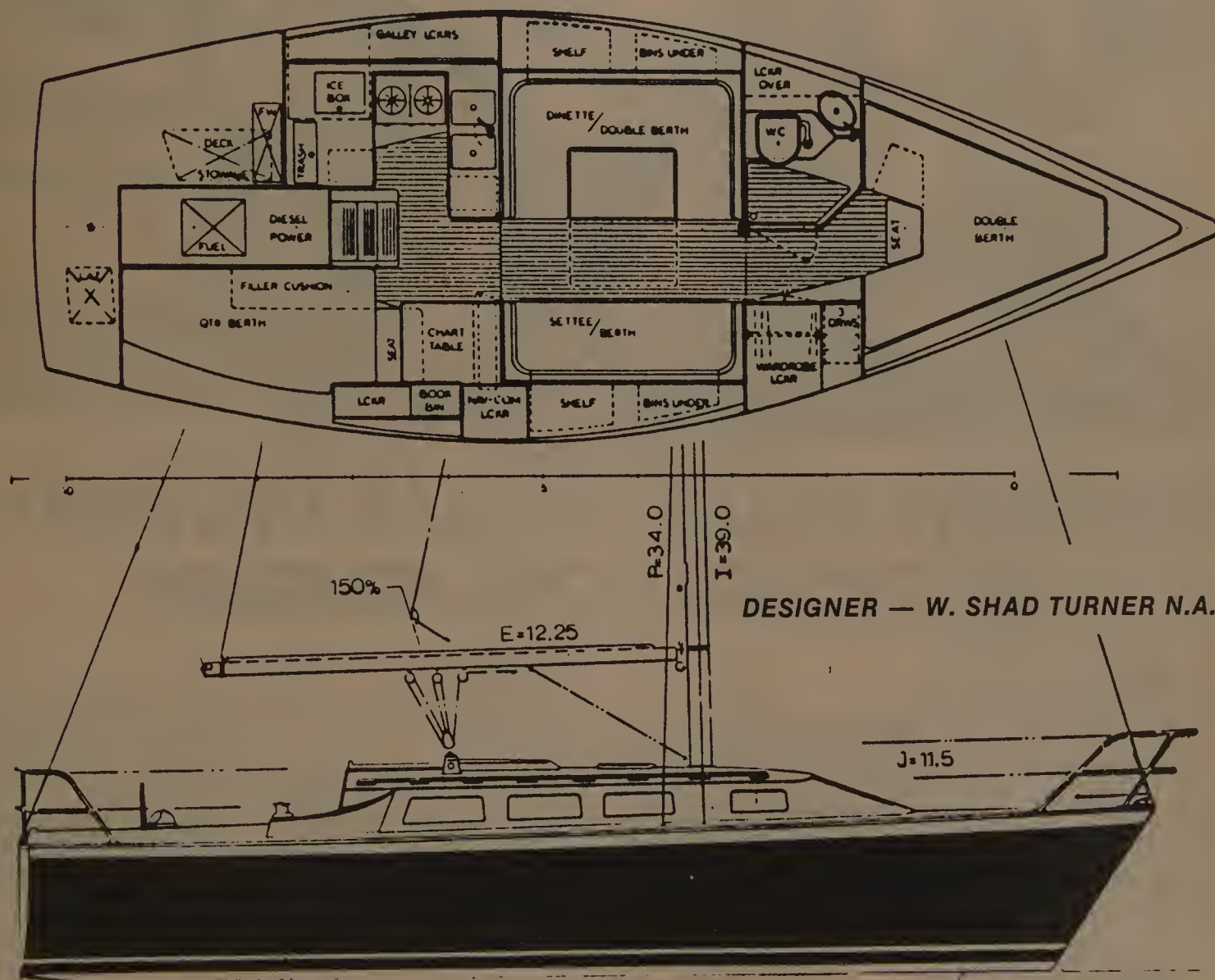


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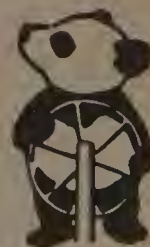
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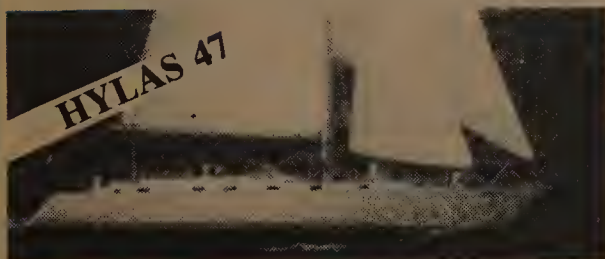
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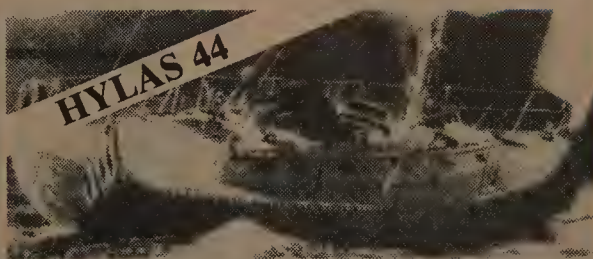
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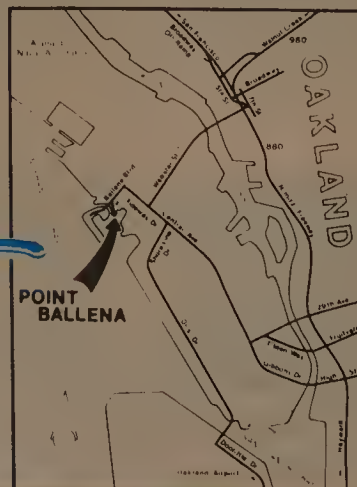
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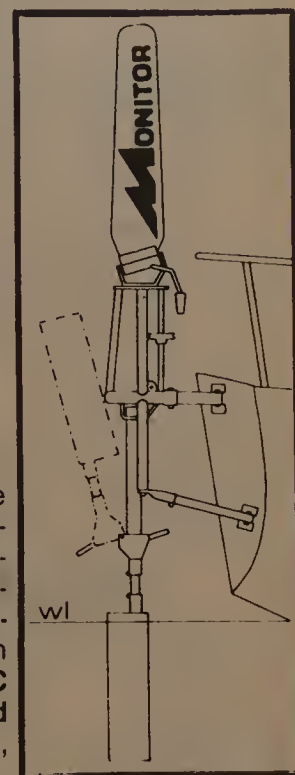
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Singlehanded racers know the importance of reliable self-steering better than most other sailors. This year, two major singlehanded events occur — **The Singlehanded TransPac** (from San Francisco to Hawaii) and the **BOC Singlehanded Around The World Race** (Newport RI, Cape Town, Sydney, Rio, Newport).

The Scanmar crew appreciates the confidence these courageous sailors have shown in us and our equipment. We thank you and wish you the **best of luck** and **fair winds**.

SINGLEHANDED TRANSPAC 1986

Place	Class	Entrant	Vane
8	II	Peter Cameron	Monitor
2	I	Peter Clutterbuck	Monitor
3	I	Hank Dekker	Monitor
5	II	Jim Fair	Navik & AT-50
1	Multi	Ian Johnston	AT-50
3	II	Jerry Huffman	Monitor
1	I	Dan Newland	Navik
7	II	Linda Newland	Monitor
4	I	Ken Roper	AT-50
4	II	Mark Rudiger	Navik & AT-50

BOC 1986 SINGLEHANDED AROUND THE WORLD

Paul Cohen	Monitor
Dick Cross	Monitor
Charles Kite	Monitor
Tony Lush	Monitor
Mike Plant	Monitor
Floyd Romaek	Monitor
Mac Smith	Monitor
Mark Schrader	Monitor
Mark Schwab	Monitor

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CALENDAR

Nonrace

September 3 — Coast Guard Auxiliary Sailing and Seamanship class, 7:30 p.m., San Leandro YC. 13 weeks of the fundamentals for only the price of materials. 357-4528 or 357-3366.

September 3 — USCG Auxiliary Sailing and Seamanship Class, Slater Jr. High School, Santa Rosa, 7:30 p.m. Larry Kubo, 539-9409.

September 3 — Concurrent Boating Skills/Sailing and Seamanship classes, Hogan High School, Vallejo, room 55, 7 p.m. A 13-session, twice weekly class put on by Coast Guard Auxiliary Flotilla 51. Bill Bennett, (707) 644-9197.

September 4 — New Moon.

September 4 — USA, the Golden Gate Challenge's "revolutionary" 12-Meter, due to arrive in Perth.

September 4 — Sailing and Seamanship Class (Coast Guard Auxiliary), Coast Guard Island, Bldg. 10, Alameda. Meets every Tuesday and Thursday at 7:30 p.m. for 6½ weeks. Abigail Wagg, 531-4055.

September 5-7 — 10th Annual Port Townsend Wooden Boat Festival. (206) 385-3628.

September 4-7 — Lido In-the-Water Used Boat Show, Lido Marina Village, Newport Beach, 11 to 6 daily. Duncan McIntosh Co., (714) 673-9360.

September 6 — The first of eight three-day sailing courses for women only. On the water courses aboard 30 to 35-ft boats. Limited to five students. Horizons Charters, 521-5370.

September 7 — Third Annual San Francisco Bay Wooden Boat Festival, Marina Bay, Richmond. Held in conjunction with Festival on the Bay. Wooden Boat Foundation, 237-8295.

September 9 — Boating Skills and Seamanship Class, Coast Guard Auxiliary. Hayward Adult School, Rancho Arroyo Center, 2121 Depot Rd. Eugenie Stillman, 782-5709.

September 10-14 — Lido In-the-Water Power and Sailboat Show, Lido Marina Village, Newport Beach, 11 to 6 daily. Duncan McIntosh Co., (714) 673-9360.

September 13 — MORA's all-you-can-eat ribs and chicken dinner in Half Moon Bay's new clubhouse. All ocean racers welcome. \$6.75 a head. For reservations, call YRA at 771-9500.

September 13-21 — Bay Area Boat Show, Marina Village, Alameda. The biggest in the water show in Northern California — don't miss it! 521-2558.

September 13 — Fundraising sail aboard *Kialoa III*, 2 to 6 p.m. The \$20 donation goes to the building kitty for Call of the Sea's Galilee project. 331-1282.

September 14 — Columbia Challenger Association cruise-in to Sausalito Cruising Club. Meet in Hospital Cove, Angel Island at noon. All Challenger owners welcome. Bill Murphy, 525-3161 or Rich Stuart, 456-6915.

September 17 — Mini-class in Celestial Navigation, Monrovia High School, Monrovia. A six-week class covering the basics. (818) 357-3397.

September 18 — Full Moon.

September 19 — Island YC general meeting, 8 p.m. Includes Dan and Linda Newland sharing sea stories about the Singlehanded TransPac. 521-2980.

September 20-21 — Coronado 25 Cruise-In, Richmond YC. Elaine Kozak, 332-3380.

September 23 — Equinox, one of two times in the year when night and day are of equal length everywhere in the world. As far as summer is concerned, it's all downhill from here.

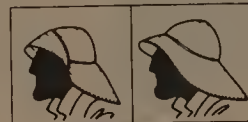
September 27 — Festival of the Sea, Hyde Street Pier, noon to 6 p.m. An afternoon of maritime history. 556-2904 or 556-6435.

SAUSALITO MULTIHULLS

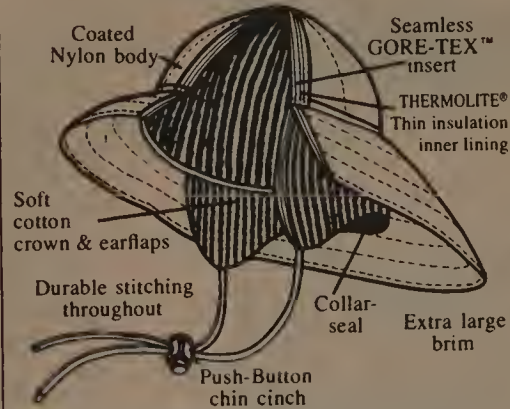
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Bob Perry in *Sailing* magazine says
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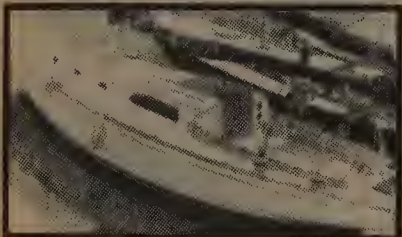
BOAT OF THE YEAR

★ Sabre 34 ★

Yacht Racing and Cruising says "Inviting interior is rich in teak . . . spacious as many 38 plus footers". Of her performance "Easily driven . . . hull shape works well on all points of sail."



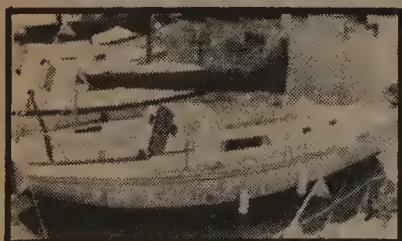
★ SABRE 38. Crafted with fierce pride — a rarity — this spirited performer is ready for cruising. "Almost new". \$115,000. sistership



★ COLUMBIA 40. Bank Repo. Traditional, needs a bit of work. Banks says bring offers for quick sale.



★ ERICSON 25+. A big boat in a small package. Step aboard & go. Outboard/in-board controls, electronics. Try \$18,000.



★ PEARSON 30. Squeaky clean, a dynamic boat! Check her equipment at \$23,500.

BUYERS MARKET!

Websters Dictionary definition — a market in which goods (yachts) are plentiful, buyers have a wide range of choices and prices tend to be low.

THE CLEANEST BOATS ON THE BAY!

Websters Dictionary (yachts) are plentiful, buyers prices tend to be low.

THE CLEANEST BOATS ON

UNDER \$10,000

NEWPORT	1968	\$4,900
2' CATALINA	1966	5,700
2' SANTANA	1949	4,900
23' BEAR, wd	1976	8,200
23' ERICSON	1974	9,750
24' BUCCANEER	1967	5,500
24' ISLND R BAHAMA	1979	7,900
24' J/24	1965	9,950
25' CAL	1947	7,500
25' ED MONK, wd	1958	5,000
25' PACIFIC CLIPPER	1973	6,300
26' CLIPPER	1969	8,000
26' COLUMBIA	1967	9,500
26' ERICSON		
26' PEARSON		
30' HURRICANE, wd	1965	7,100
33' WINDWARD, wd	1957	7,500
	1947	8,500

UNDER \$20,000

23' RANGER	1977	13,000
24' LAGUNA, trlr	1980	14,250
24' MERIDIAN	1980	14,500
24' NIGHTENGAL, trlr	1964	
25' BUCCANEER	1978	16,950
25' CATALINA (2)	1979	15,500
25' ERICSON 25+	1981	12,000
26' CHRYSLER	1979	19,950
26' COLUMBIA	1977	13,500
26' COLUMBIA	1969	10,990
26' PEARSON	1971	11,900
26' RANGER	1975	13,500
26' ERICSON	1976	11,500
27' CATALINA	1971	19,000
28' COLUMBIA	1969	11,500

UNDER \$30,000

25' CAL 2-25	1979	21,000
26' S2 7.9, trlr	1982	21,500

UNDER \$30,000 — CONT'D

27' CAL 2-27	1974	22,900
27' CAL 2-27	1975	24,000
27' CAL 2-27	1975	25,900
27' ERICSON	1980	22,500
27' ERICSON	1973	25,000
27' O'DAY	1973	20,000
27' O'DAY	1975	20,500
28' PEARSON	1979	26,900
28' SAN JUAN	1976	26,000
29' CAL	1979	26,900
30' ERICSON	1970	21,950
30' PEARSON	1969	27,500
30' CAL 2-30	1975	23,500
32' ERICSON	1968	22,000
	1970	25,500

UNDER \$40,000

28' LANCER	1979	33,000
30' BAHAMA	1981	38,990
30' WYLIE cstm, wd		30,000
30' CAL 3-30		31,500
31' CAL	1974	38,500
32' ERICSON	1979	32,000
32' COLUMBIA	1974	32,000
33' CAL	1977	38,900
34' DASH	1979	37,500
40' COLUMBIA	1982	37,500
	1964	Offers

UNDER \$50,000

31' CAL	1979	42,500
33' NORTHWEST sold	1979	45,000
34' CAL	1979	47,500
36' ISLANDER	1979	42,500

UNDER \$75,000

30' FISHER	1976	54,500
32' VALIANT sold	1977	69,950
34' HANS CHRISTIAN	1977	68,000
34' O'DAY	1981	59,950
34' WYLIE	1980	55,000

UNDER \$75,000 — CONT'D

36' PEARSON	1977	65,500
37' FLYING	1979	69,000
38' DUTCHMAN	1978	67,500
38' DOWNEAST	1971	55,000
39' ERICSON	1971	52,000
41' RHODES	1960	69,500
41' TARTAN	1975	72,000
45' FAR EAST	1970	

UNDER \$100,000

33' ERICSON	1980	87,500
38' FARR	1983	88,200
38' FARR	1980	88,000
38' MORGAN	1978	87,500
40' HINCKLEY	1963	95,000
43' SCHOONER	1979	95,000
44' PETERSON	1977	99,000
46' GARDEN cstm	1970	98,500
48' CAL	1966	89,500

UNDER \$150,000

41' PERRY	1983	110,000
42' IRWIN	1975	120,000
42' COOPER	1981	127,500
44' HARDIN	1978	114,900
44' PETERSON	1977	117,500
47' GARDEN VAGA-BOND		
52' COLUMBIA	1973	139,500
60' CLASSIC, wd	1972	125,000
	1911	150,000

WOULD YOU BELIEVE

UNDER \$400,000

44' NORDIC	1982	165,000
45' LANCER	1983	185,000
48' MAPLELEAF	1976	189,000
50' CHALLENGER	1973	27,000
52' SITALA	1979	189,000

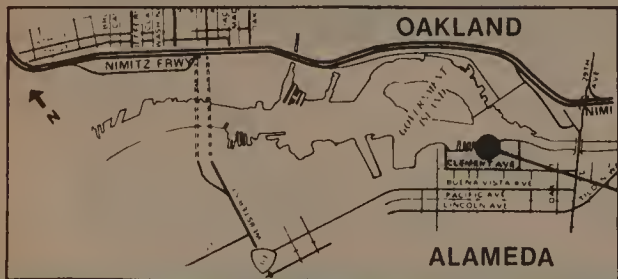
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CALENDAR

September 27-October 4 – “How to build a 10-ft Lapstrake Herreshoff Pram”, a class covering all aspects of this wooden boat project from lofting to construction. Classes run all day. For prices, pre-registration or more information, contact Grew-Sheridan studio, 824-6161.

September 28 — Practical Seamanship class for both the novice and experienced boater. A six-hour course that addresses docking, boat systems, safety and more. 9-3 at Horizons Charters, Marina Village, Alameda. Other classes held on October 19 and November 16. 521-5370.

October 1-5 — San Diego Bay Power and Sailboat Show, Chula Vista Marina, 11 to 6 daily. Duncan McIntosh Co., (714) 673-9360.

October 2 — *Latitude 38* Cruising Kick-Off Party, Sausalito Cruising Club, foot of Napa Street, 6-9:30 p.m. Come meet the people you'll see in Mexico! For more information, see this month's *Sightings* or call 383-8200.

October 2 — Celestial Navigation Course, offered by Alameda Adult School in cooperation with Horizons Charters. Eight sessions from 7-10 p.m. at the Adult Education Center, 444 Central Avenue, Alameda. 521-5370.

October 7 – USCG Auxiliary Sailing and Seamanship Class, Sausalito Cruising Club, 7:30 to 9:30 Tuesday and Thursday till November 18. 362-4584.

October 9-12 – San Diego Bay Used Boat Show, Chula Vista Marina, 11 to 6 daily. Duncan McIntosh Co., (714) 673-9360.

October 11 – Cruisers Party, Sara's Marine, 415 29th Street, Newport Beach. (714) 675-4684.

October 11 – Annual D'Anna Cup Weekend for all Valiant, S-C and CS yacht owners. Fun race, barbeque, prizes. D'Anna Sailing, 451-7000.

October 11 – Svendsen's Marine Flea Market and Swap Meet, Svendsen's Marine, Alameda. 521-8454.

October 11-12 – Ericson 27 Fleet One cruise to Angel Island.
David Johnson, 326-0720; Bill Lewis, (408) 736-5940.

October 12 - Coronado 25s 15th Annual Picnic at Angel Island. Elaine Kozak, 332-3380.

Racing

August 30 — Start of the BOC Singlehanded Round the World Race, Newport, Rhode Island. At last count, there were 30 boats entered. The first leg is 7,100 miles to Cape Town.

August 30 — Windjammers ocean race from San Francisco to Santa Cruz.

August 30-31 - 37th Mercury Labor Day Regatta, Monterey. Stillwater YC, P.O. Box 4056, Carmel, CA 93921.

August 30-September 6 — International Knarr Championships, Corinthian YC. Six races among fleets from the Bay Area, Denmark and Norway. Saloma Fisher, 435-4653.

August 30-31 — Santa Rosa Sailing Club's 36th Annual Labor Day Regatta, Marshall Beach, Tomales Bay. Bring your tents, sleeping bags, food, water and boats for a three-day campout and racing. Steve Skold, (707) 539-1782.

September 5 – WRA Fall Series Kick-Off Barbeque, Encinal YC, 7 p.m. Also included is a lecture on "Downwind Tactics" and a raffle for women's week at J-World. RSVP to Sue Gombasy, 865-0957.

September 6 – SBRA Division A, Encinal YC. 865-5905.

September 7 — Second Annual Scott's to Scott's Race. From Scott's restaurant in the City to Scott's in Jack London Square. Post-race raft-up and refreshments. Proceeds go to the YMCA. 444-3002.

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20'	WELLCRAFT.....	'78	12,000	4,500
33'	CARVER..... <i>sold</i>	'78	45,000	23,500
51'	HOLIDAY MANS'N..... <i>sold</i>		30,000	16,000
SAILBOATS				
25'	SANTANA.....	'82	16,000	
26'	COLUMBIA..... <i>sold</i>	'70	13,000	3,600
28'	NEWPORT.....	'83	35,000	
32'	ERICSON.....	'74	32,000	19,500
33'	HOBIE..... <i>sold</i>	'82	45,000	14,000
35'	CHEOY LEE..... <i>sold</i>	'81	65,000	45,000
37'	RANGER.....	'73	45,000	

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Length: (20'-25', 25'-30' etc.)

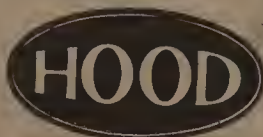
Type: (Fish/Ski, Cruise/Race, etc.)

SVENDSEN'S CHANDLERY

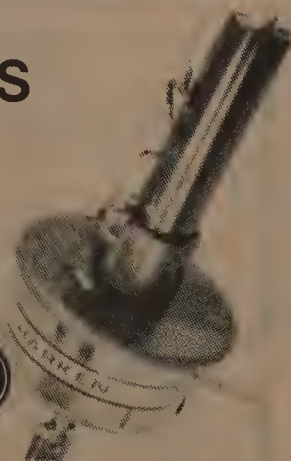
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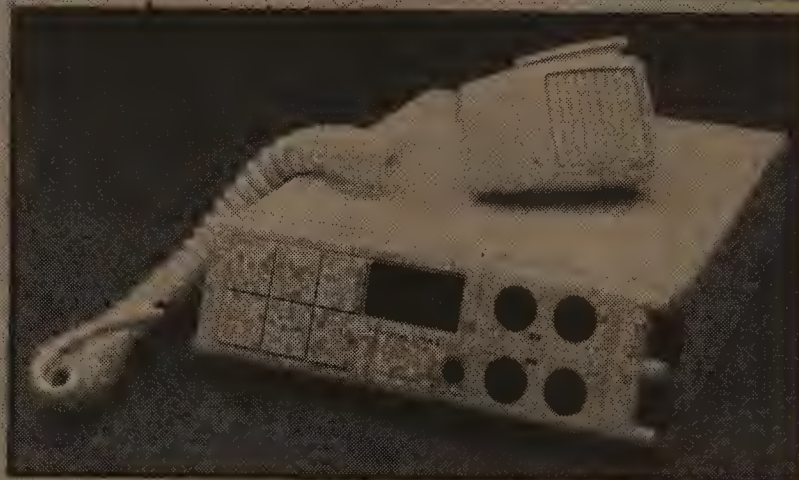


		Regular	Sale
Skipper	10202	\$ 8.23	\$5.80
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		Regular	Sale
Explorer	4x1210S	\$379.00	\$189.00
Maxi	862S	\$469.00	\$249.00
Voyager	4x2200S	\$519.00	\$289.00



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Manta-6	\$69.95	\$29.95
MVH-802C	\$43.99	\$29.95
A-13	\$10.00	\$ 7.50

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U-90 STD	\$105.00	\$ 75.00
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SATURDAY
OCTOBER 11TH**

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**SVEN'S
FLEA MARKET
SATURDAY
OCTOBER 11TH**

CALENDAR

September 7 — El Toro Estuary Madness. A marathon race from Encinal YC to San Leandro Marina in — you guessed it — El Toros. This is an R-rated race: 18 or older only. 865-5905.

September 6-7 — Plaza Cup Regatta, Monterey Peninsula YC; otherwise known as the Second Annual "Come as You Are" regatta for Santa Cruz 50s. Parker Wood, (408) 372-9686 or (408) 625-1650.

September 8-November 7 — J World's week-long intensive racing clinics return to the Bay. Everything you every wanted to know about racing and probably some you didn't even know you wanted. One week reserved for women only. 843-4202 or (800) 343-2255.

September 9-21 — One Ton North Americans. Come see the hottest IOR class going today. 563-6363.

September 11-14 — Santana 35 Nationals, San Francisco YC. Ted Hall 981-0250 or George Vascik 965-7200, extension 2740.

September 20-21 — WRA Fall Series races 1 & 2. Hosted by Corinthian YC. Liz Ferrier, 567-9314.

September 24-28 — Snipe North Americans. RYC, 237-2821.

September 27-28 — Eriscon 27 Nationals, Ballena Bay YC. Sven Anderson, 521-7049.

September 28-October 4 — St. Francis Big Boat Series. The premiere racing and spectating event on the Bay — coming soon to your area! St. Francis YC, 563-6363.

September 30 — "European Formula 40 Circuit", a slide show by Randy Smyth, Olympic Toronado medalist and current top dog in Formula 40 racing. This will also be an organizational meeting for anyone interested in the formation of a Formula 40 organization here in the Bay. Peter Hogg, 332-5073.

October 2-5 — Olson 25 Nationals, Berkeley YC. Bob Evans, 828-0491.

October 5 — Round I of the America's Cup Eliminations.

October 11-12 — El Toro Stampede. RYC, 237-2821.

October 11-12 — All Islander Regatta, Tiburon YC. At the barbeque Saturday night, participants are invited to "party till you puke". Ed Perkins, 924-5796 (h) or 285-2404 (w).

October 17 — Singlehanded race around the Channel Islands. A 180-miler open to monohull yachts 20 to 60 feet. Jim Provost, P.O. Box 9543, Marina Del Rey, CA 90291.

October 18-19 — Great Pumpkin Regatta. General craziness in the guise of a race. See *The Racing Sheet* for more or call 237-2921.

Summer Series — Golden Gate YC — Series II: 9/5. John Huebsch, 661-3143.

Island YC — 9/12, 9/26. Ron Lee, (408) 225-0311.

Encinal YC — 9/5, 9/19. Terry Iverson, 769-6190 or 522-0106.

Corinthian YC — Every Friday through 8/29. CYC, 435-4771 or Fred Borgman, 435-2777.

Vallejo YC — Every Wednesday night through 9/24. Chester Carter, (707) 255-6155 days or (707) 252-2592 evenings.

Fall Series — WRA — 9/20-21, 10/25, 11/15, 11/30, 12/13. Liz Ferrier, 567-9314.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

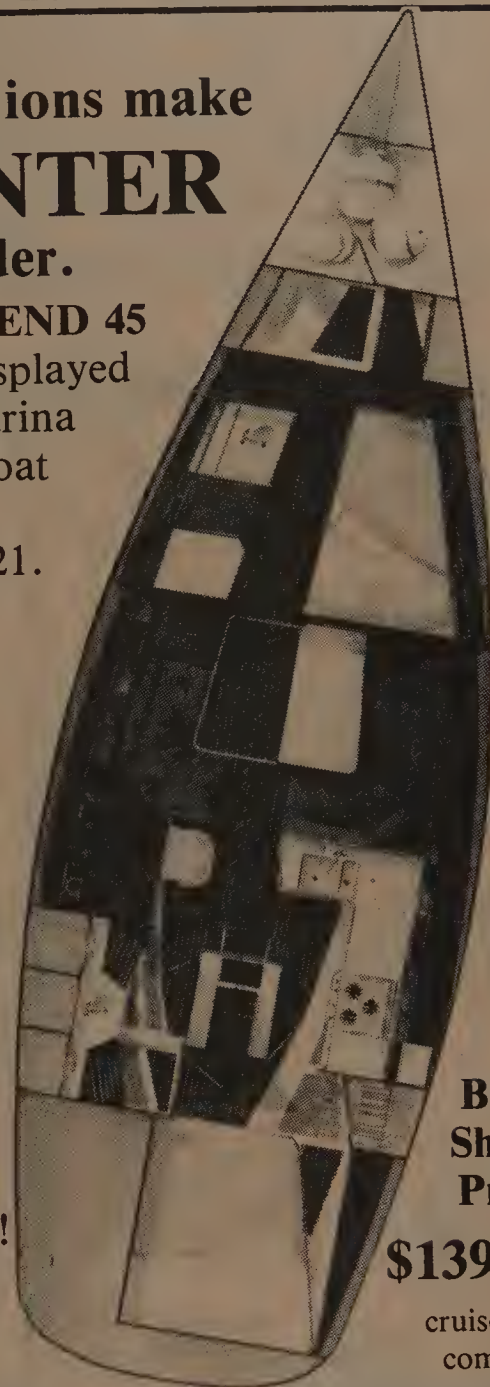
Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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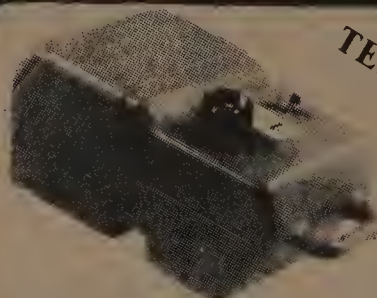


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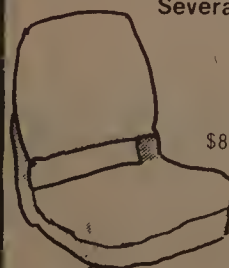
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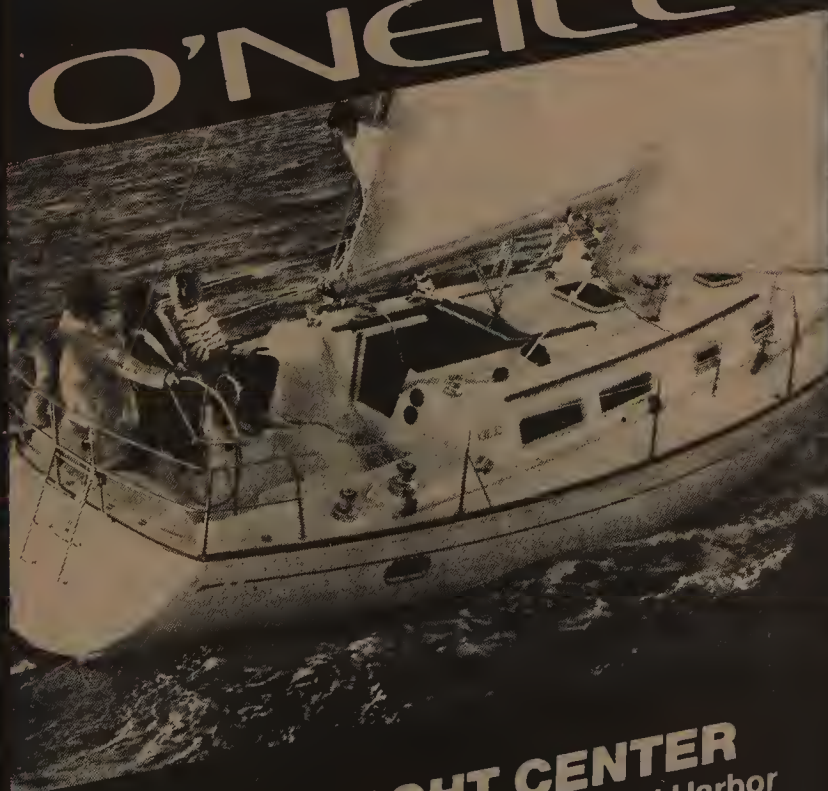
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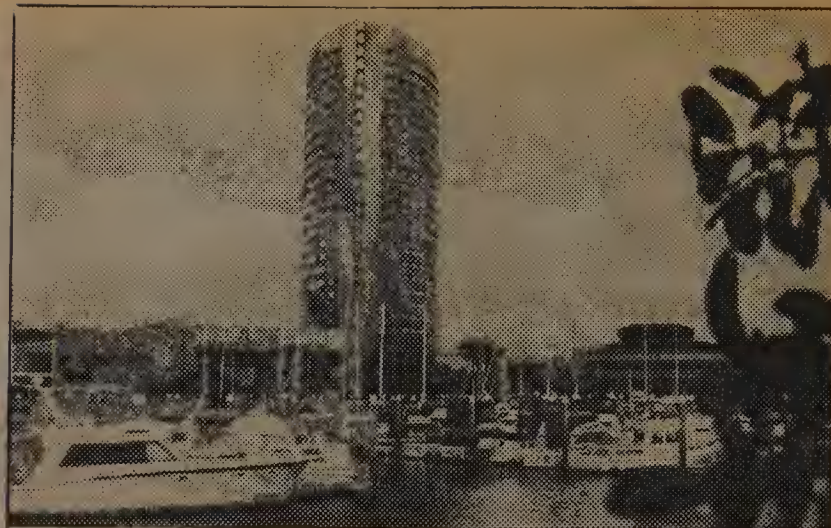
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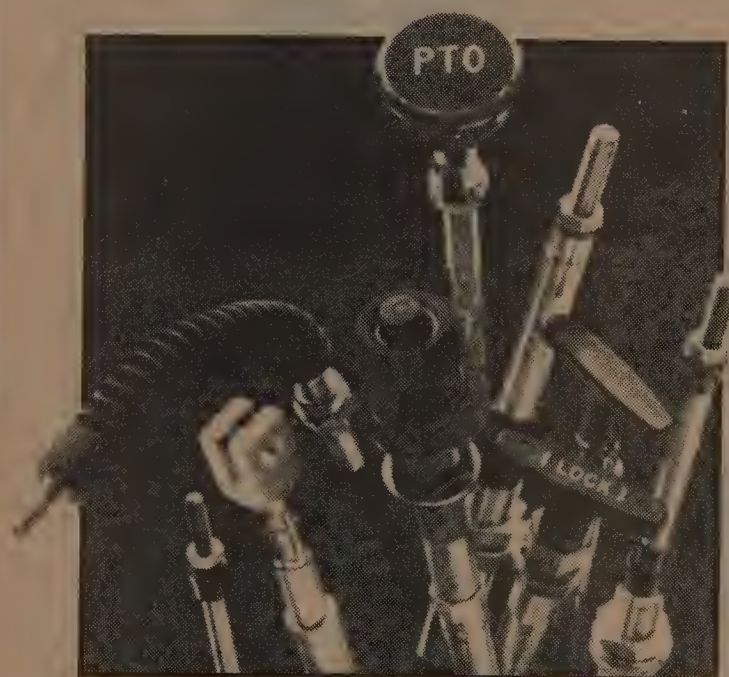
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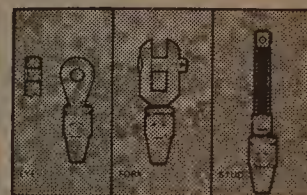
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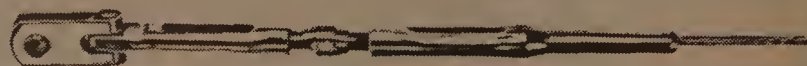
	Retail	Now
1/4" forks	39.80	\$31.85
eyes	31.90	\$25.52
stud (1/2 thread)	36.70	\$29.36
5/16" forks	59.60	\$47.68
eyes	44.00	\$35.20
stud (5/8 thread)	48.45	38.76
3/8" eyes	68.00	\$54.40
forks	69.80	55.84



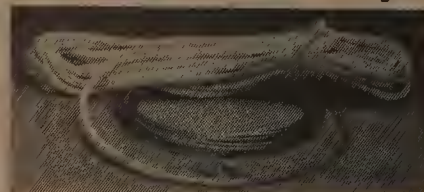
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FWR-188-438H	3/16	7/16	60'	60'	75.75 ea.
FWR-219-438H	7/32	7/16	60'	60'	100.00 ea.
FWR-219-500H	7/32	1/2	65'	65'	114.45 ea.
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LETTERS

□ TWO LOVES

I have read with interest the articles in *Latitude 38* about the yacht clubs for particular alternate lifestyles.

My husband and I would like to meet other sailing couples who consider themselves swingers or have open relationships. We are looking for friends who share our love of sailing and open relationships.

We would be happy to hear from any similar minded couples by letter at 1567 Spinnaker Drive, Suite 203-138, Ventura, CA 93001.

Marge Jones
Ventura

Marge — You give a whole new meaning to the term 'swinging at anchor'. But just one question. Given that this is the 19-AID-ties, so to speak, how can you head off to Snugglers Cove with any confidence?

□ TIT FOR TAT

Now you folks can answer us East Coast outlanders a question: Why isn't the TransPac Race called the TransHalfPac?

Jeff Spranger
Practical Sailor
Newport, Rhode Island

Jeff — It is — albeit only by those who've done a 'real' (San Francisco to Japan) TransPac.

□ SNIPE HUNT

In the July issue of *Latitude 38*, Greg Dorland asks, "Where's my wife?" while questioning the crew weight requirements necessary to sail a small keelboat competitively.

Many of us in the Snipe Fleet asked ourselves the same question not long ago. Our solution to the dilemma was to change boats. We discovered that the Snipe Class offered everything we were looking for: competition, social interaction with other competitors, and a chance to sail with our families. While I have been sailing with my son Jeff — he's on the light side — all competitive Snipes sail with a total crew weight of 280-300 pounds. This translates into a man at 170 pounds and a woman at 120. Normal size people! You don't have to have a Star boat size crew to sail fast!

Jon Andron, Warren Wheaton, Bill Denhart, Don Jesberg, Packy Davis amongst others are sailing with their wives, girlfriends or members of their families. Jennifer Dunbar, the boatowner, even lets John Kosteki steer occasionally. Unlike most big boat racing where one waves at his competition around the starting line never to see them again until the start of the next race weeks later, Snipe sailors always see each other following the racing to share experiences and beers.

So Greg, while I don't pretend to have the solution to your PHRF questions, perhaps I could invite you and Janice and anyone else in a similar situation to join us. Your timing couldn't be better as our fleet has just been named to host the 1988 Snipe National Championships.

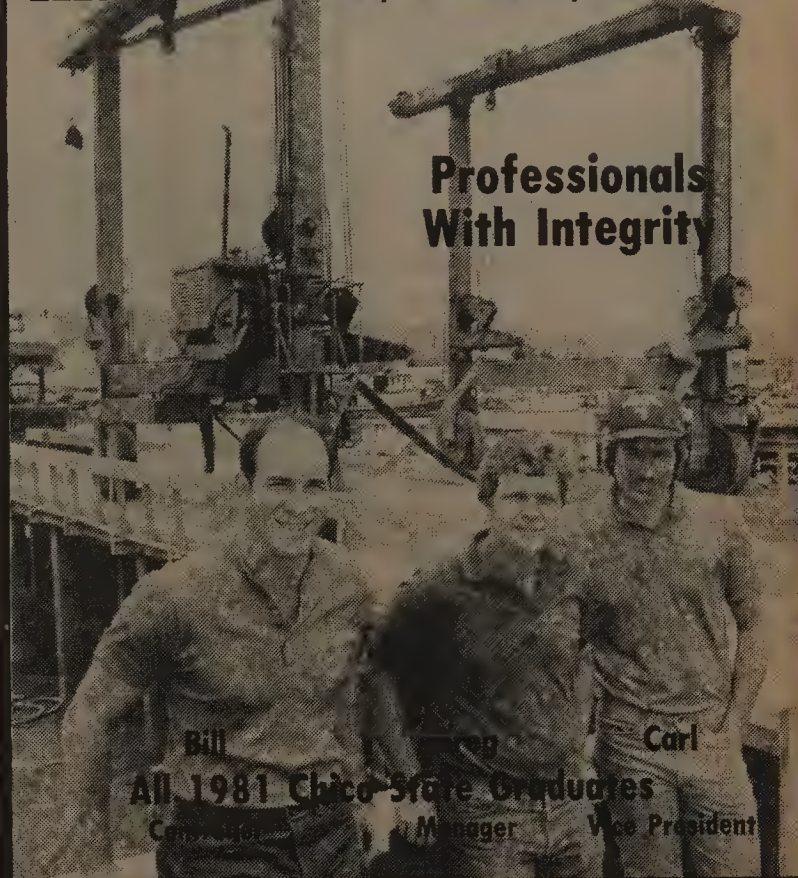
Dick Loomis
Fleet Captain
Calistoga
(707) 942-4006

□ IN VIOLATION — OR NOT?

On the subject of your advertisers, one of them is advertising to violate federal law! Downwind Marine of San Diego has advertised a "Ham Radio Message Service: KA60BT — John," on page 68 of the

NELSON'S MARINE

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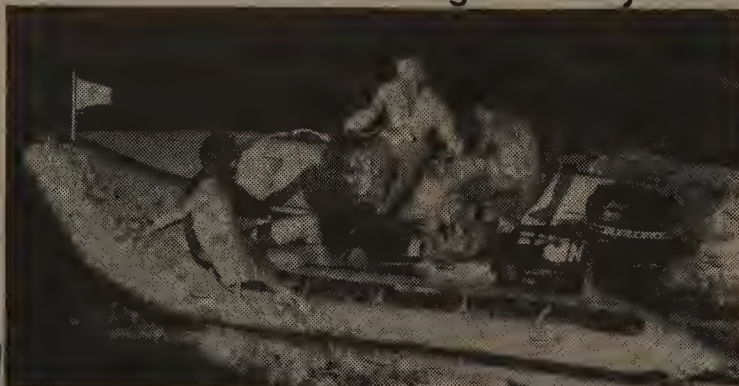
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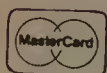
"Your prompt response made me feel a lot less like a victim." — "You can be reached better than anyone in my experience. You've been patient, helpful and right up front about anything I've asked." — D.H.

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Complete with 6DB
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cruise 'n carry
 The 12-lb. outboard.

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Boats to 35'
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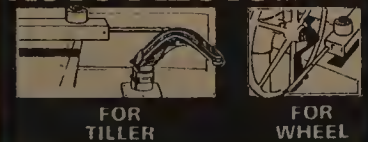
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 Wheel adaptor available
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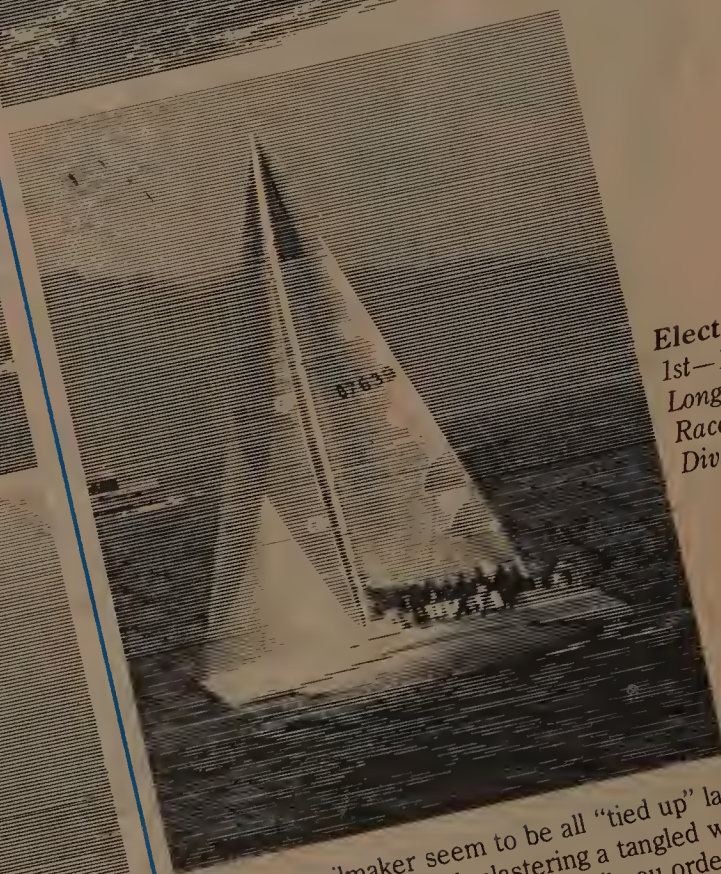
...not Hype!

Sidewinder 1st Overall 1986 Stone Cup
Member: Admiral's Cup Team

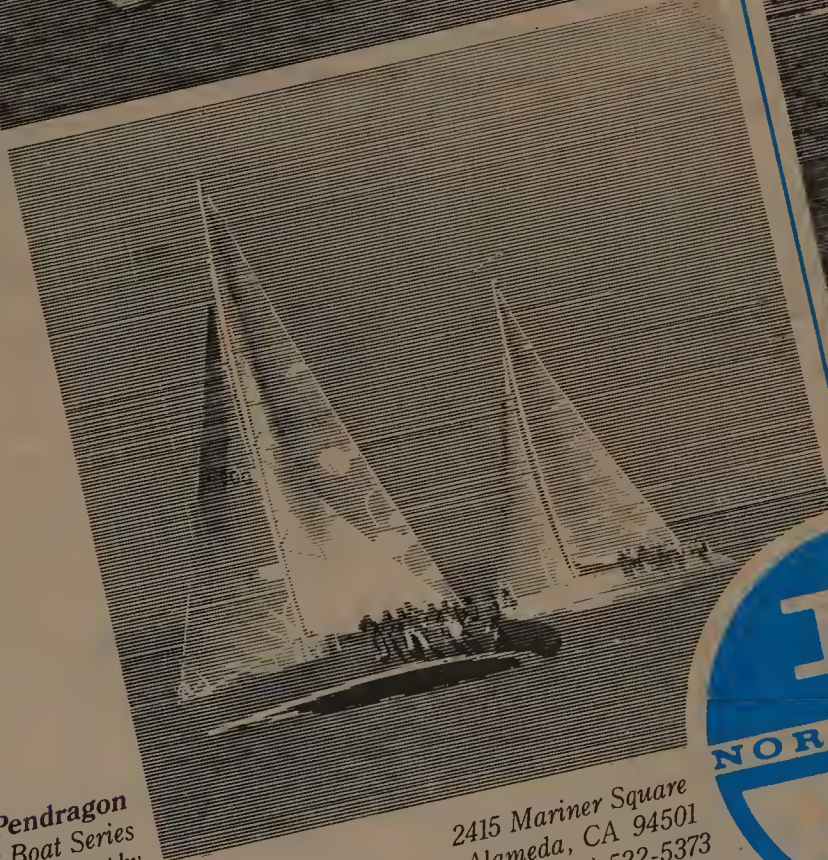
Photos by Latitude 38



Blondie
1st Overall:
1986 Cal Cup
1st Overall:
Long Beach to
Cabo San Lucas



Electra
1st—1985
Long Beach
Race Week
Div. C



Pendragon
1st—1985 Big Boat Series
Richard Rheem Perpetual Trophy

Does your sailmaker seem to be all "tied up" lately? And so preoccupied with plastering a tangled web of tapes and straps all over the new sail you ordered... that they forgot to build in the right **shape** in the first place? Are you just plain confused by all the sales hype that some lofts are spewing out? And still waiting for proof that "this year's" hot new gimmick is really faster than "last year's" hot new gimmick?

If this all sounds just a bit familiar, maybe it's time to talk to us. We're the sailmaker that believes in developing and refining our fast ideas year-to-year...and letting the results *on the racecourse* speak for themselves! North Sails. Specialists in **shape**, not **hype**!



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LETTERS

August '86 issue.

John is well on his way to losing his ticket for violating Section 97.112 and 97.114 of the U.S. Amateur Radio regulations. To paraphrase: "The transmission or delivery of the following amateur radiocommunications is prohibited: . . . b) Third party traffic involving material compensation either tangible or intangible, direct or indirect, to a third party, a station licensee, a control operator, or any other person. c) Except for an emergency communication as defined in this part, third party traffic consisting of business communications on behalf of any party. For the purpose of this section business communication shall mean any transmission or communication the purpose of which is to facilitate the regular business or commercial affairs of any party."

You may well expect that the minions of the FCC will certainly take the position that an advertised service is part of the regular business of the company in question.

I'm not sure that an occasional assist with parts acquisition for a stranded yachtsman doesn't qualify as an emergency. To advertise such a service is clearly a business use of Amateur Radio and jeopardizes the third party privileges of all Amateurs, domestic and foreign.

Paul J. Mullin
KE6QQ
Entrophy, Catalina 27
Westminster, CA

Paul — It looks to us like you're misreading the ad or assuming evil intent. The ad clearly lists marine SSB channels for the purpose of ordering parts. To quote: "Marine SSB Parts ordering: WHX369, 8A-1600Z-1630Z, 12A 1630Z-1700Z". It doesn't suggest anything about ordering parts or doing business over ham radio.

As for the "ham radio message service", we know what that's all about. We get lots of calls from folks concerned about the well-being of friend's or relative's boats, about the location of old buddies, or wanting to let parents out cruising know about impending marriages, medical conditions — stuff like that. Some marine stores have been more than happy to put such non-business information out on the nets, much to the delight of everyone.

Will the federal "minions" take the position that advertising such assistance is a violation of federal law? Only time will tell for sure.

What those minions really ought to do is rewrite the regulations pertaining to getting an amateur license. Currently, the process of learning code and the principals of radio reminds us of fraternity hazing from the late 50's. For the huge majority of amateurs, the code is learned to pass the test and then forever forgotten. As for the principals of radio, hardly anybody learns them. What they do is buy a test-taker's guidebook, which consists of memorizing the correct answers from previous tests.

Either radio amateurs ought to be periodically tested for code competency and required to demonstrate that they really do understand the principals of radio, or the feds ought to confess that the licensing process is a fraud that should have gone out with the Greek system. It seems to us the phony nature of the licensing process is the leading contributor to the use of 'pirate' licenses.

□ NEW GOOD GUYS

I recently hauled my boat at Seabreeze Yacht Harbor in Oakland. They had advertised a bargain rate in your magazine, so at first I hesitated. But not only was the price good, but the new owner and his associates took a personal interest in my do-it-yourself projects.

My work area was washed down to give me a cleaner place to work, tools were lent to me without charge, materials were available from the yard at discount prices, but most importantly, I only had to

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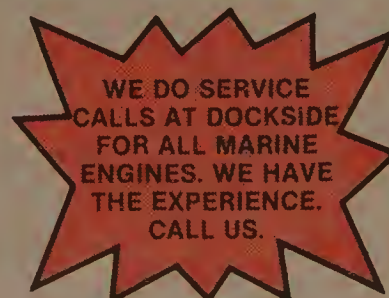
Diesels

1 GM-10	sale priced	\$2605.00
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Sale Price: \$1950

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VANCOUVER 42 Center Cockpit Cutter

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TAYANA SAILING YACHTS CRUISE THE WORLD AND THE VANCOUVER 42 DOES, TOO!

OVER 100 HULLS BUILT TO DATE OF THIS SPENDID DESIGN BY ROBERT HARRIS.

The Tayana Vancouver 42 is equipped for single handed navigation. It's massive cutter rig is designed to provide you outstanding performance in light, as well as heavy winds. Standard equipment includes a main sail reefing system operable totally from the cockpit. Jib, main and staysail sheeting is done in the cockpit, too, for ease in handling.



Visit Windships and examine this strongly built and rigged Vancouver 42. With a hull to deck joint second to none, massive longitudinal stringers and structural bulkheads, oversized rigging that starts with a 1/2" headstay and an impressive list of standard equipment, she assures you of peace of mind in heavy weather.

The very attractive hull interior is finished with satin varnished native spruce and teak. The craftsmanship in the joinery, cabinetry, doors and storage areas is magnificent! You will be impressed, we guarantee. In the vessel lay out plan, please note there are two heads with a separate shower aft, a dropleaf main salon table that seats eight, worlds of storage and super head room!

CUTTER SPECIFICATIONS

L.O.A. 41'9"
D.W.L. 33'0"
BEAM 12'6"
DRAFT 5'10"
DISPL. 29,147 lbs.
BALLAST-Cast Iron 10,600 lbs.
SAIL AREA 942 sq. ft.
FUEL 120 gals.
WATER 140 gals.

SAIL PLAN DIMENSIONS

Main Luff 48.67'
Main Foot 16.67'
Mast Above Deck 55.17'
Fore Triangle Foot 19.50'
Approx. Masthead
Above Waterline 60.00'

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Oakland (415) 834-8232

LETTERS

pay for the material I used instead of having to buy huge quantities.

Seabreeze personnel are there seven days a week and will arrange haul or return boats to the water other than during the 8-5, Monday through Friday schedules of most yards.

I left the yard with freshly painted topsides, done by the yard, and a freshly painted bottom, done by myself. I also left with the feeling that I had made several friends — all at a cost of less than I had expected.

Jim Wiseman
Lafayette

□ A NEW NAME FOR A NEW ERA

We have been delighted with the excellent coverage that *Latitude 38* has provided our Hawaii International Ocean Racing Series (formerly the Clipper Cup Series), but we must voice strong objections to your continued use of the former name in conjunction with the new name.

The title of the race series is the Hawaii International Ocean Racing Series (or Hawaii I.O.R. Series for short) and the trophy is the Kenwood Cup, a handsome sterling silver trophy donated by our new sponsor the Kenwood Corporation. The name is not the Kenwood/Clipper Cup as you kept referring to it in your July issue. As far as we are concerned, when Waikiki YC terminated the sponsorship with Pan Am, we entered a new era.

The Series is basically the same event we began conducting in 1978, but the new sponsorship promises to enable us to make the event even more spectacular with each ensuing year. There is no doubt that the name "Kenwood Cup" will have even more enthusiastic a ring among racing sailors as we continue to provide the finest and most challenging ocean racing found anywhere in the world.

So please cooperate with us in publicizing the new name for the event as the Kenwood Cup Hawaii I.O.R. Series. After all, "A rose by any other name would smell as sweet . . ."

Ken Morrison
Race Director

Kenwood Cup Hawaii I.O.R. Series

Ken — We hope Kenwood Cup will suffice. If so, we promise to cooperate. They did a fine job this year and deserve the recognition.

□ CLARIFYING AQUATIC PARK

I read your fine publication each month with real pleasure, but I was taken aback when I saw your *Summer Sailing Spots in the Bay Area* piece in the July issue.

Your offer for all hands to use our privately maintained mooring buoys in Aquatic Park "for free for as long as 24 hours" is not quite right. Frankly, when we return from sailing on a Saturday or Sunday afternoon we don't want to deal with a yachtsman that is waving page 129 of July's *Latitude 38* at us and telling us to buzz off.

By the way, the sign that reads "No Motor Boats" means what it says. Of course sailboats and auxiliary sailboats should use their motors to avoid danger. If you sailors anchor in Aquatic Park, it's a good idea to have first rate ground tackle and know how to use it.

Sea Scout boats underway in Aquatic Park always have a lookout on the bow to spot swimmers, and visitors should do the same. The Sea Scouts have had a long and safe relationship with the swimming clubs and we want to keep it that way.

Aquatic Park can be dangerous in a northeasterly wind. The picture in your article is only of historical interest as we now have a new breakwater (still under construction). In a flood tide with westerly winds, this can be a hazardous lee shore near the entrance.

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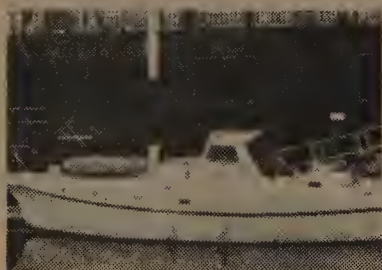
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Hardly used w/radar, Loran, windpoint/speed, much more! \$94,950



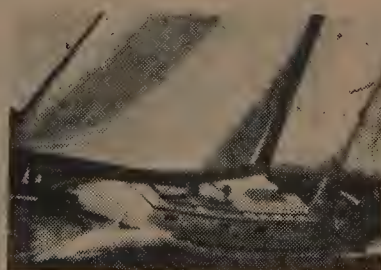
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22' Catalina	5,750
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26' int'l Folkboat	15,600
26' Ranger	14,000
27' Cal 2-27	22,800
27' Cal 2-27	24,500
27' Catalina	11,500
27' Coronado	20,000
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27' Coronado	14,800
27' Catalina	23,000
27' Catalina	15,500
27' Catalina	18,500
29' Cal 29	24,300
29' Seafarer	12,000
30' Catalina	34,500
30' Catalina	28,000
30' Catalina	26,000
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30' Catalina	35,900
30' Catalina	38,000
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36' Catalina	72,500
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24' Cheoy Lee	10,000
25' Coronado	7,500
25' Coronado	7,500
25' Catalina	16,900
25' Catalina	14,500
25' US Yachts	13,500
26' Meridian	5,400
26' Ranger	14,000
26' Ericson	11,000
27' Buccaneer	22,500
27' Catalina	16,500
27' Catalina	15,500
27' Catalina	17,500
27' Catalina	17,900
27' Catalina	18,800
27' Catalina	27,800
27' Ericson	18,500
27' Cal	26,900
27' Santana	15,700
30' Catalina	34,500
30' Catalina	35,000
30' Islander	28,500
30' Cal	27,500
30' Coronado	22,500
30' Ericson	27,500
30' Capri	28,000
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LETTERS

The Sea Scouts maintain their moorings and use Aquatic Park by permit issued by the U.S. Park Service and have been based at the foot of Van Ness Avenue since the early 1940's. We welcome visitors and arrangement can be made by calling our Port-master on weekends at 441-9252. For information on group activities in Aquatic Park, questions should be directed to the U.S. Park Service.

Michael E. Strain
Sea Scout Ship Corsair (22)
San Francisco

Michael — We apologize for the dreadful error regarding the use of Sea Scout mooring buoys. We printed a retraction in the last issue and are running your letter in case anyone missed the first retraction.

□ FLOATING THOUGHTS

I am a big fan of flotation for sailboats, and would like to remind readers that watertight subdivision and airbags are a couple of alternatives to foam, although I think foam is the best.

Watertight studies usually require the aid of a computer, although most yacht designers have this now. In fact there is a cheap program on it made for the Apple II.

As for flotation bags, Subsalve, Inc. makes heavy duty bouyancy bags suitable for flotation.

As for foam, anyone interested in using it should note that styrofoam noodles can be put in poured AB foam to reduce both the cost and density. It's similar to putting gravel in concrete. You just have to make sure that the foam doesn't get so hot that it melts the noodles.

People pouring foam need to realize that it evolves toxic fumes while curing. Major exposure to the fumes — making a pour in a cabin and then staying inside — could cause serious respiratory ailments. So you should wear a respirator, pour the foam, and then get out. And remember to vent the cabin before re-entry. Once the foam has kicked off, it's non-toxic.

One also must not underestimate the pressure that AB foam can develop in a confined space. It can easily bow out decks or bulkheads if not allowed to expand freely.

Of course, before you even start to mix the foam, it's important that you have already calculated the placement of the foam so it would leave the flooded boat in a stable, upright and level position. The major flooding points should be above water so that it can be bailed out if the damage can be fixed, and so that the flooded boat can provide a safe, protected refuge while awaiting rescue.

Christopher D. Barry
San Francisco

□ SOCIAL DISEASE

I'd like to share a few syllables with you concerning your reply to Casimir Harris of Richmond in the April 1986 issue. I hope you don't think me a monofilament frayer; the concern I'll address is one of my pet peeves.

The reason for the delay in writing this note is that my friends in my hometown of Sacramento took pity on me and my graduate-school budget and recently sent several back issues of '38, and I'm still in the process of reading them. It's very convenient being able to carry page-length cruises in my bookbag, and with your help I can almost see the salt spray lash the windshields of the buses I sail daily to and from school.

In response to Mr. Harris' lambasting of your journalistic treatment of William Buckley, you wrote that "You [Harris] may be from the east coast and think [Buckley's 'floating aristocracy'] is wonderful." Although it may be true that, on the average, the east coast boating

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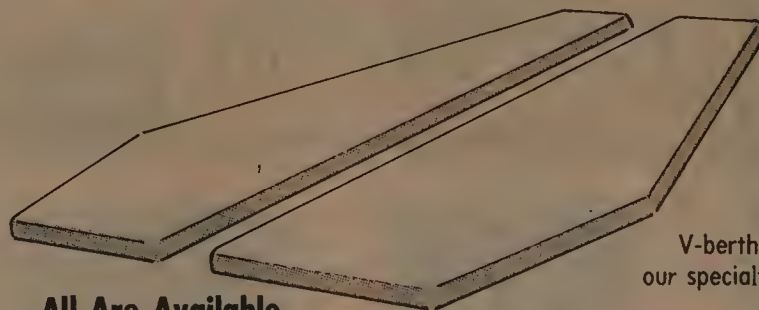
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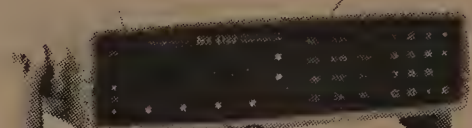


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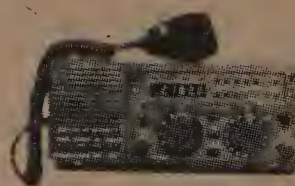
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LETTERS

community has an aristocratic bent, averages are useful only to the extent that they accurately represent the groups being described. Statements such as yours in response to Mr. Harris are overgeneralizations at best, and at worst harmful misrepresentations that fertilize prejudice. Please don't compromise the quality of your magazine by propagating such social disease.

Robert Schwartz
Amherst, MA

Robert — We think you neglect to distinguish between generalizations and overgeneralizations. The former are indispensable, while the latter, if you say so, propagate prejudice and social disease.

Our contention remains that anybody who can remain straight-faced while defending Buckley's hilarious salt air posturing, would find themselves comfortable in the boating aristocracy which you yourself admit is at least widespread on the east coast.

The one thing we know for sure is that Buckley's down home style of humility has left a lasting impression on Honolulu. He set sail from there something like a year ago, yet during our visit last month we couldn't help but notice that many of the locals were still gagging. It's a shame, too, because he's a hell of an original thinker when he cuts the crap and stops playing the court jester.

□ ANDREW'S GOT TO FIND THEM

I am preparing the third edition of my book, *Lonely Voyages — A Century of Singlehanded*. To complete it, it is necessary for me to contact the following sailors:

John Caldwell of *Pagan*; Ann Davison of *Felicity Ann*; Clare Francis of *Gulliver G.*; Ann Gash of *Ilmo*; Naomi James of *Express Crusader*; Noriko Kobayashi of *Rib*; and Nicolette Walker of *Aziz*. Also De Vere Backer of the raft *Lehi*.

If anyone has any information about the current address, yacht club, etc. of these people, I would greatly appreciate it.

Andrew Urbanczyk
Box 1090
Montara, CA 94037
(415) 728-5046

□ BYE-BYE BAY-BE

We moved our *Passport 40* to our new slip in Monterey on July 26, and will miss sailing in the Bay. *Latitude 38* will keep us up to date on what's going on up there.

We were the first boat to arrive at the new Breakwater Marina, and were welcomed with champagne and goodies by the owners. They are not quite finished with everything yet, but it looks like this is going to be a fun place to be. We watched the Wednesday night race last week — they started in sunshine and finished in fog — and thought it looked like fun. We plan on finding out more about it.

The marina is planning on keeping transient slips available for boats going up and down the coast. Everyone who has tried to get an overnight slip in Monterey will welcome this news! We'll let you know when something exciting is happening down here!

Ed and Sue Roberts
Windwalker, *Passport 40*
Monterey

□ A LITERARY EXPERIENCE

The only way I have found to get your security deposit back from the city of Berkeley is to take time off work and go down to office of License and Collections and confront them personally. Then they act like they're doing you a big favor to give you the money that they've owed you for six months.

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MARINA BAY

LETTERS

The person you want to talk to is Lee Hightower, the supervisor of the License and Collection office. If you can't afford to take time off work, his office phone number is (415) 644-6470. If everyone who is being stiffed by the city of Berkeley were to call him once a day until they get paid, it might motivate them to catch up on their paperwork.

I would also suggest that anybody considering taking a berth in Berkeley think long and hard about whether they want to deal with the city bureaucracy there. It's an experience right out of Kafka.

Tony Wingo
San Leandro

Tony — We shouldn't be so hard on Berkeley, because the folk there are a product of their environment. You know how the Santana winds in Southern California screw-up the positive and negative ions, making everyone a little wacko? Well, the fog mixed with the Eastshore freeway exhaust has the same effect on Berkeley government. The only difference is that Southern California gets Santanas only a handful of times a year while Berkeley gets 'foghaust' every-day of the summer. Look what it did to Eldridge Cleaver: from Soul on Ice to Republican candidate for Senate.

❑WRONG DESCRIPTION

I just finished reading the *The Old Transvestite Trick* in your August issue. I found your comparison of sexual deviates to the Golden Gate Challenge and your description of grabbing a woman's breasts in public to be some of the most disgusting, offensive and obscene journalism I have ever read.

God damn, I wish I had written it.

David Poe, Editor
Bay & Delta Yachtsman

David — Thanks for the nice words, but apparently your reading pleasure blurred your reading comprehension. No comparison whatsoever was made between the Golden Gate Challenge and "sexual deviates"; the comparison was between ruses used by the Golden Gate Challenge and by one transvestite

❑SMALL CRAFT TAKE THE WARNING

Bravo on your increased windsurfing coverage. Although I am no longer a Bay Area resident, having been re-displaced to the East Coast, I fondly remember sailing by the 20 knot (nautical miles per hour) rule: wind under 20 knots, sailboat; wind over 20 knots windsurf. Not that I have anything against sailing my boat, *Zara*, a 27-ft Tumlarén wood double-ender, in heavy air, it's just that when NOAA says "small craft advisory", I heed their advice and take out my smallest craft, an 8'4" board with fluorescent tiger stripes.

Which brings me to the reason for this letter. I have a tip for those Bay windsurfers who sail in flood tides. Don't. But if you must, just in case something breaks — and it always does when you're having fun — bring along cab fare. Never again will I have to stash my board at the Ferry building and walk, barefoot and in a wetsuit, back to Crissy Field. Now I just hail a cab, get my car and replacement parts therein and before you know it I'm out screwing up the windward leg of an IOR race.

You may note that in the above I make generous use of the word 'windsurf' and 'windsurfer', and nowhere do I say 'boardsail' or 'sailboard'. That is because the same court that upheld Hoyle Schwitzer's patent on the Windsurfer also ruled that the term windsurf or windsurfer or windsurfing are all now generic terms. Damn, I just got used to calling it sailboarding.

One more item of interest. I recently crewed on a post-Bermuda race delivery boat from Bermuda to the Boston area and guess

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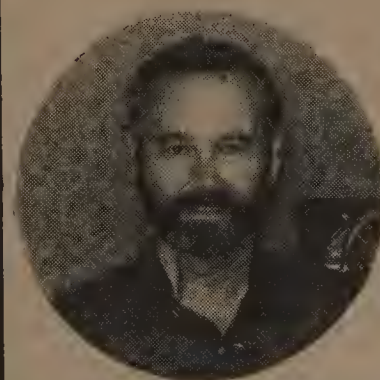
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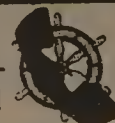


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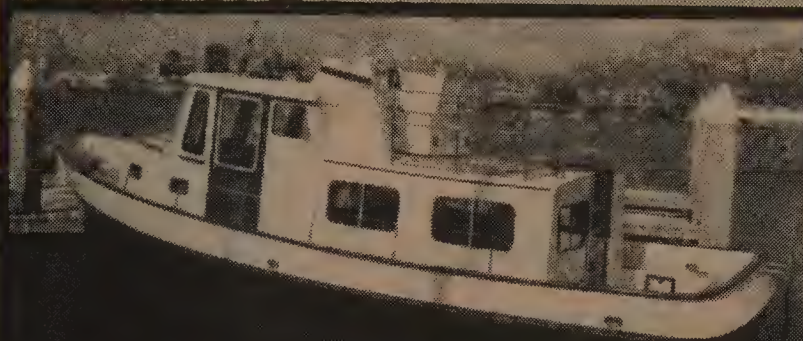
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34' Cal 3-34, '79	47,500
35' Cheoy Lee Lion, '66, f/g	52,500
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36' Pearson, 1978, exc cond	69,000
37' Esprit, 1979	79,500

37' O'Day, '78	try 48,500
37' C&C, 1984	99,800
38' Ericson, 1980	74,900
385 Pearson, '84	Reduced 135,000
38' Cabo Rico, '79	try 70,000
39' Cal	5 frn 79,500
39' Ericson, 1971	55,000
39' Cal, tri cabin, 1980	95,000
40' Mariner, '70	68,000
40' Offshore, 1976	89,500
40' Morgan, 1971	70,000
40' C&C, 1980 reduced!	89,950
40' Pearson, '78, '79	2 frn 90,000
40' Endeavour, 1984	125,000
41' Cooper, '81	118,000
41' Islander Freeport, '75	Offers
42' Westsail, '75	109,500
47' Perry, 1985	139,000
49' Transpac, 1982	220,000
52' Columbia/Kettenburg	125,000

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32' Chris Craft, '65	18,500
34' Uniflite, '76	41,750
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34' Fairliner, '66	32,950
35' Viking, 1979, conv.	99,500
35' Viking, '80	145,500
35' Chris, 1980	59,500
36' Chris Craft, 1964	45,000
40' Egg Harbor, 1983	197,000
40' Tolly, 1979	110,000
43' DeFever, 1980	159,500
43' Grand Mariner, '72	90,000
43' Viking, 1979	210,000
44' Marine Trader, 1977	122,500
58' Hatteras, 1983	395,000

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gal: 175.00 list / WP \$113.00



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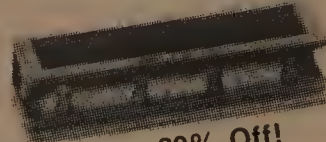
#735:

WP \$84.95



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LETTERS

where we were when the weather started to get real nasty? That's right, the loran said 38:00.00.

Tom Egan
Marblehead, MA

Tom — A few months ago it was John Petrick, and now it's you. Won't you people ever admit defeat on the 'knots per hour' matter?

We figured we'd silenced all your tirades with the April 1985 issue in which we reproduced pages from Nathaniel Bowditch's 1821 The Practical Navigator which showed his repeated use of "knots per hour".

Allright, if that wasn't enough, we'll just have to drag out the heavy guns. See the log reproduction below. It's from the clipper ship Fly-

SE Fresh breezes from W. all sails set. At 2 PM wind SE. at 6 squally in lower + Top Gallant Studding sails 7 in Royal At 2 A.M. in fore. Top Mast Studding sail. Latter Part strong Gale & high sea running. Ship very wet fore & aft. Distance run this day by observation is 374 miles an average of 15.2 knots per hour. During the squalls 18 knots of line was not sufficient to measure her rate of speed. Top Gallant sails set

ing Cloud, which when she was launched in 1851 was the longest and largest such ship in the world. Many of you know that on her maiden voyage and under the heavy hand of Captain Josiah Creesy, she made the New York to San Francisco passage by way of the Horn in just 89 days. That's one of the few old sailing ship records that still stands, despite the attempts of hundreds of other clipper ships and Mike Kane's trimaran, Cystic Fibrosis Crusader.

If you look closely at the log for July 31, you'll see a couple of interesting things. The first is that the great clipper ship averaged 15.5 knots during the 24 hour period. That's hauling cargo! The second is that it's expressed as "15-14/24 knots per hour". The third is that the "knots per hour" was written in particularly large letters, presumably for emphasis in anticipation that some readers would be giving Latitude 38 editors grief about the matter more than 130 years later.

Now some of you will argue that since Nellie, a woman and Josiah's wife, was the navigator, that she didn't know any better than to write 'knots per hour'. As most women will be glad to tell you, you're nothing but sexist swine.

So folks, who are you going to believe? Bowditch, Wittgenstein, Flying Cloud and Latitude 38? Or someone who has moved from Northern California to the East Coast?

□ THE NOMINEES ARE . . .

My nomination for the 'Best Name For A Marine Supply Store that Isn't One' goes to Wing and Wing in Chinatown.

I'll admit it's not much, but I hope I can squeeze a medium t-shirt out of it.

Dan Carter
Northern California

Dan — Winning a contest that nobody else knew existed is a little too easy. We have to receive a few more entries before we feel good about awarding a coveted Roving Reporter T-shirt.

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28' ISLANDER	2 FROM 28,000
29' BRISTOL	37,950
29' ERICSON	21,000
29' CAL SLOOP	33,900
30' KAUFMAN SLOOP	36,000
30' LANCER	25,000
30' BIRD CLASS	7,000
30' BUCCANEER 1/2 TON	32,500
30' COLUMBIA	23,500
30' ISLANDER MARK II	4 FROM 24,500
30' ROBIN MAIR ULDB	30,000
30' TARTAN	29,900
30' CORONADO SLOOP	22,500
30' ERICSON	49,950
30' FISHER MOTORSAILOR	54,500
30' FARALLON SLOOP	44,500
30' NEWPORT	26,500
30' NEWPORT MARK II	31,000
30' OLSON	24,995
30' CATALINA	TRADE/ 31,500
30' U.S.	33,500
31' SUNWIND	44,500
32' RHODES TRAVELLER CUTTER	55,000
32' CENTURION	39,950
32' VANGUARD AUX SLOOP	28,500
32' PACIFIC SLOOP	22,500
32' VALIANT	2 FROM 54,900
32' MULL COLD MOLD	27,500
32' BENETEAU	40,000
33' MARCONI AUX. SLOOP	22,000
33' TARTAN 10	29,000
33' APHRODITE	34,900
33' COLUMBIA 5.5	9,000
33' HOBIE	41,500
33' WYLIE	65,000
33' C & C	47,500
33' CAL	47,500
34' WYLIE	2 FROM 49,900
34' CAL	29,900
34' COLUMBIA	34,500
34' HANS CHRISTIAN	77,000
35' CORONADO	3 FROM 44,900
35' SANTANA	38,000
35' ERICSON	75,000
35' CUTTER	88,000
36' LANCER	50,000
36' CHEOY LEE LUDERS	2 FROM 75,000
36' ISLANDER FREEPORT	38,000
36' RAVAGE	52,500
36' PEARSON	2 FROM 52,250
36' ERICSON	79,900
37' TAYANA	72,000
37' GREALOCK	108,000
37' ISLAND TRADER	63,000
37' RANGER	2 FROM 48,000
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39' LANCER	105,000
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40' MORGAN KETCH	70,000
40' CHEOY LEE LUDERS	89,500
40' ONE TONNER "FEVER"	85,000
40' NORDIC	140,000
40' GULFSTAR	99,995
40' PEARSON	105,000
40' OLSON "FAST BREAK"	109,500
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41' NELSON SLOOP	165,000
41' COOPER 416	117,500
41' ISLANDER FREEPORT	115,000
41' MORGAN OUTISLAND	89,500
41' SCEPTRE	145,000
41' PETERSON RACE SLOOP	118,000
42' GARDEN KETCH	105,000
42' DUBOIS	98,500
42' PEARSON 424	119,500
43' AMPHITRITE	169,500
43' ALDEN SCHOONER	95,000
44' BOUNTY KETCH	114,900
44' LANCER	185,000
44' PETERSON	135,000
44' LAPITTE	175,000
44' CHEOY LEE	162,500
44' AUXILIARY KETCH	OFFERS/ 45,000
45' OMEGA	89,000
46' FISHER MOTORSAILOR	245,000
46' MOTORSAILOR	160,000
47' VAGABOND	2 FROM 95,000
47' SWAN	2 FROM 195,000
50' GULFSTAR	2 FROM 145,000
50' SANTA CRUZ	175,000
51' ISLAND TRADER	OFFERS/ 125,000
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65' SWAN B51	795,000
101' NEVINS	600,000

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LETTERS

☐ TIME AND TIDEBOOKS WAIT FOR NO MAN

You thought you heard the final word on the Riteway Haluska printed tide books? Check this out.

While planning a trip up the Delta, I was cruising through the tide book and found there was no Friday in the second week of August. I

AUGUST CURRENT TABLES

At the Golden Gate, San Francisco, California 1988

F=Flood, Direction 085° True

E=Ebb, Direction 245° True

Pacific Standard Time

Day	Slack	Time	Vel	Slack	Time	Vel	Slack	Time	Vel	Slack	Time	Vel	Slack
		H.M.	Knots		H.M.	Knots		H.M.	Knots		H.M.	Knots	
1 Fri		0049	3.5E	0503	0822	2.8F	1129	1409	1.2E	1648	1935	1.8F	2209
2 Sat		0139	3.9E	0548	0905	3.1F	1214	1440	1.4E	1730	2017	2.0F	2256
3 Sun		0224	4.2E	0629	0940	3.3F	1252	1507	1.6E	1809	2057	2.3F	2339
4 Mon		0305	4.5E	0708	1015	3.5F	1327	1540	1.9E	1848	2135	2.5F	
5 Tue	0019	0340	4.7E	0740	1043	3.8F	1400	1810	2.2E	1921	2211	2.7F	
6 Wed	0058	0416	4.9E	0811	1109	3.7F	1431	1847	2.5E	1958	2250	2.8F	
7 Thur	0137	0454	4.9E	0841	1141	3.7F	1501	1728	2.9E	2037	2331	2.8F	
8 Fri	0218	0523	4.8E	0911	1213	3.6F	1530	1805	3.2E	2120			
9 Sat		0014	2.8F	0303	0615	4.2E	0942	1248	3.5F	1600	1848	3.5E	2208
10 Sun		0101	2.7F	0358	0658	3.8E	1015	1325	3.2F	1632	1931	3.7E	2304
11 Mon		0156	2.8F	0458	0749	3.0E	1052	1408	2.8F	1708	2021	3.8E	
12 Tue	0007	0300	2.5F	0614	0844	2.3E	1138	1455	2.4F	1751	2118	4.0E	
13 Wed	0140	0411	2.5F	0739	0949	1.7E	1236	1556	2.1F	1845	2217	4.1E	
14 Thur	0232	0533	2.7F	0903	1058	1.4E	1354	1658	2.0F	1949	2324	4.3E	
15 Sat	0341	0653	3.1F	1017	1212	1.4E	1516	1912	2.1F	2057			
16 Sun		0031	4.7E	0443	0758	3.8F	1118	1323	1.8E	1625	1918	2.4F	2203
17 Mon		0130	5.0E	0538	0853	4.0F	1208	1426	2.0E	1724	2019	2.8F	2303
18 Tue		0231	5.3E	0628	0938	4.3F	1251	1515	2.5E	1817	2111	3.2F	2359
19 Wed		0330	5.4E	0713	1018	4.4F	1330	1557	2.9E	1907	2201	3.4F	
20 Thur	0052	0408	5.3E	0755	1055	4.3F	1406	1639	3.2E	1955	2248	3.5F	
21 Fri	0142	0440	4.9E	0834	1131	4.1F	1441	1717	3.5E	2043	2334	3.4F	
22 Sat	0232	0529	4.4E	0912	1207	3.7F	1515	1758	3.8E	2131			
23 Sun		0022	3.2F	0323	0610	3.8E	0949	1242	3.2F	1549	1836	3.7E	2221
24 Mon		0111	2.9F	0417	0655	3.0E	1027	1318	2.7F	1623	1921	3.8E	2315
25 Tue		0202	2.5F	0516	0740	2.3E	1107	1359	2.2F	1700	2006	3.4E	
26 Wed	0014	0305	2.2F	0623	0831	1.7E	1155	1448	1.7F	1742	2057	3.2E	
27 Thur	0121	0417	2.0F	0738	0933	1.2E	1259	1542	1.4F	1835	2156	3.0E	
28 Fri	0230	0547	2.1F	0854	1042	0.9E	1415	1653	1.2F	1937	2300	3.1E	
29 Sat	0334	0658	2.3F	1002	1207	0.9E	1524	1805	1.4F	2041			
30 Sun		0006	3.3E	0430	0751	2.8F	1055	1324	1.1E	1819	1905	1.7F	2140
31 Mon		0107	3.8E	0517	0833	3.0F	1137	1405	1.5E	1705	1952	2.0F	2232

recalled the letters in *Latitude 38* about losing an hour here or there. But hell, that's nothing compared to an entire day!

And that wasn't the end of it. You'd think losing a Friday would be bad enough, but looking further I discovered two Mondays in a row:

SEPTEMBER CURRENT TABLES

At the Golden Gate, San Francisco, California 1988

F=Flood, Direction 085° True

E=Ebb, Direction 245° True

Pacific Standard Time

Day	Slack	Time	Vel	Slack	Time	Vel	Slack	Time	Vel	Slack	Time	Vel	Slack
		H.M.	Knots		H.M.	Knots		H.M.	Knots		H.M.	Knots	
1 Mon		0155	4.0E	0557	0908	3.2F	1213	1436	1.9E	1748	2034	2.4F	2319
2 Tue		0235	4.3E	0633	0937	3.5F	1245	1508	2.4E	1824	2112	2.7F	

Monday, August 31; and, Monday, September 1. Of all the days to have in a row, why does it have to be a lousy Monday?

Matt & Lee Anne
Esperanza

☐ WHERE DO I START?

I'm a sailor without a ship.

I recently moved to the Bay Area from Michigan, but left my

We are proud to have helped Lynn Olsen's dream become reality.

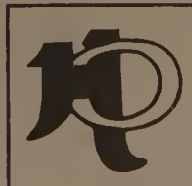


Lynn Olsen in "Awesome" started July 4th on the Pacific Cup (S.F. to Hawaii).

Two new Hogin jibs, a high-tech (Orcon) mylar spinnaker and an overhaul of her existing main and 120% genoa gave the final touches to her eight-month preparation. We wish her luck and happiness.

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LETTERS

Hunter 27 back in the Great Lakes' state.

Eventually I plan to get another boat, but meanwhile I'd like to get involved in the local sailing community — cruising, racing, whatever. . . I missed your Crew List. What about local sailing clubs? The harbormaster at Martinez Marina suggested the Diablo Sailing Club, which I plan to check out.

I've enjoyed *Latitude 38* immensely since I moved here and value your opinion. Any advice will be appreciated since I'm tired of being landlocked.

Doug Kahle
Pleasant Hill

Doug — You didn't miss the Crew List, you just missed getting your name on it. The boatowners on the Crew List went out of their way — and pocketbook — to let people know they're interested in finding people to sail with them. Yes, it means you're going to have to make a few phone calls, but what better prospects can you ask for?

☐ HE JUST SMILED AND SAID, 'SLIM, IT RAN OUT LAST WEEK'

To those whom it may concern, Forespar spinnaker poles are for fresh water only.

I bought mine from West Marine in 1984 before going to Mexico and Polynesia. It started to fail when doused in saltwater going around Point Conception. By the time I got to Mexico, it was jammed with oxidized aluminum around the stainless pistons — no matter how much fresh water, grease, oil and WD-40 that I applied.

Upon my return this year, I took the pole back to West Marine, who in turn shipped the defective pieces back to Forespar. Forespar responded by saying the warranty had expired and that the pole should have been protected from saltwater.

My old beat up pole made in New Zealand still carries on.

Chuck Warren
Antipodiste
Berkeley

Chuck — We suggest you lube the pole some more. We've got two Forespar poles, one seven years old the other eight years old. They've seen plenty of hard service and haven't been cared for too well. Early this year the plungers were gummed up and other fittings looked like they had terminal oxidation. We figured we'd have to junk them. Then a friend started giving them daily doses of penetrating lubricants, and now — much to our surprise — they work just fine.

☐ RESPECTED AND REMEMBERED

Paul Weir, my devoted sailing companion and friend, showed me your response in the June issue to the gentleman's request for a copy of *Fear and Loathing in Goleta*. I was glad to see that you take the tragic incidents of the 60's and early 70's in a serious light.

The prince you spoke of was my brother, Kevin. I have often wondered if anyone besides my family ever thinks of him. Obviously you do. He certainly was a prince and I thank you for remembering him.

Margaret Morgan
Santa Clara

☐ HELPING HANDS

Do you know where your dinghy is tonight?

I was anchored with the Hunter 34, *Chancer*, on July 9 at Fry's anchorage at Santa Cruz Island. I had chartered the boat from Sealink Yachts in Ventura.

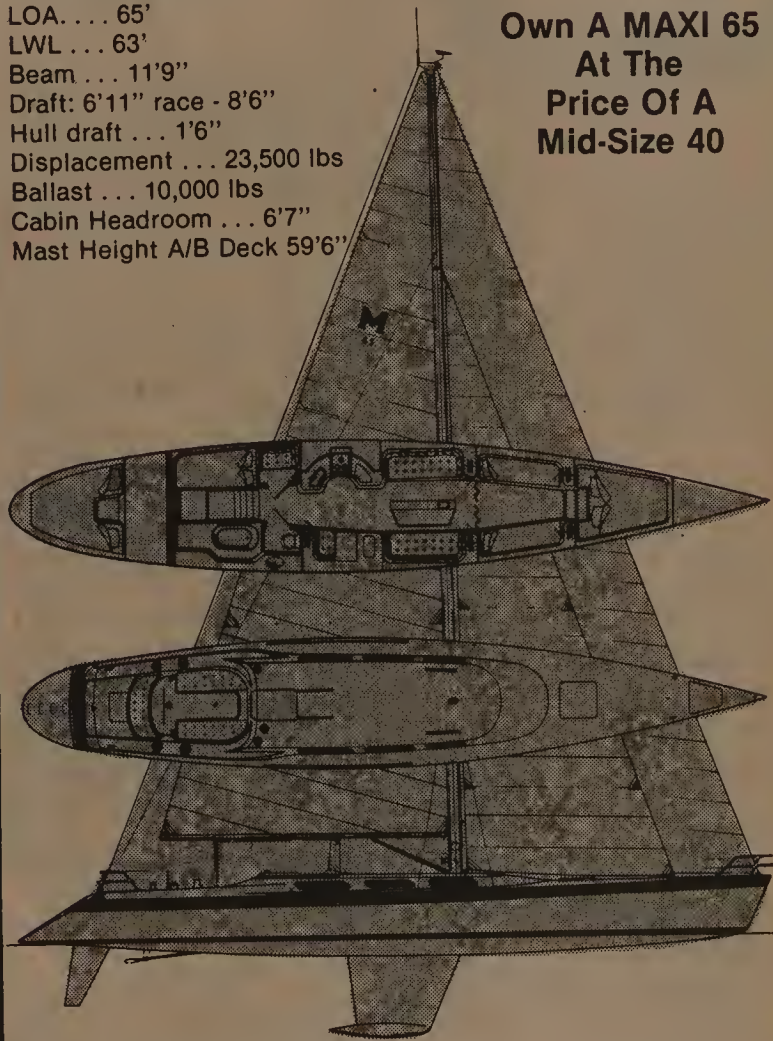
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52' Columbia, '72	125,000
50' Gulfstar, '77	149,500
50' Piver Tri, '78	295,000
49' Chinese Junk	95,000
47' Perry	144,000
46' Garden	125,000
45' Garden ketch, '77	145,000

35' Fantasia, '77	61,500
35' Pearson, '81	95,000
35' Pearson Alberg	45,000
35' Santana	58,800
34' Cal	34,000

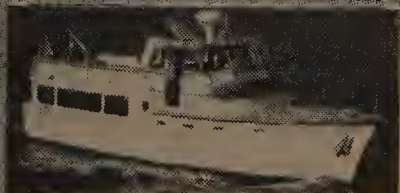


1980 Southern Cross 39. Custom interior for liveaboard/cruising. Very seaworthy, well maintained. \$130,000.

34' Schooner	22,000
34' Tartan, '74	39,500
34' Hunter	39,000
32' Aries 2 frm	35,000
31' Cheoy Lee	34,000
30' Catalina 3 frm	31,500
30' Ericson 2 frm	22,500
Islander	24,500

POWER

60' Pacemaker (2) frm	230,000
60' Stephens, '66	397,000
58' Hatteras	395,000
57' Cantierre	89,500
53' Hatteras, '84	49,500
52' Bluewater, '82	210,000
52' Stephens	115,000
50' Ocean	250,000
50' Chris	110,000
50' Stephens, '60	140,000
44' Gulfstar	180,000
44' Pacemaker, '65	75,000
43' President	190,000
43' DeFever	159,500
43' Hatteras	160,000
42' Grand Banks	79,500
42' Trojan, '68	79,500
41' Mathews, '52	39,500
40' Marine Trader	79,000
40' Post	59,000
40' Hunter, '52	24,000



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40' Bluewater, Taiwa, '77	86,000
37' Californian	89,000
37' Hunter	25,000
36' Sea Ray	79,000
36' Harris	82,000
36' Grand Banks	115,000
36' Uniflite	139,000
35' Chris Cavalier	56,000
30' Sea Ray	65,000
30' Sea Ray	49,500
28' Chris Craft	19,000
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20' Shamrock	14,900

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44' Fellows/Stewart	27,500
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43' Alden schooner	95,000
43' Deborde, '63	46,500
43' Gaff ketch, '49	12,000
42' Irwin	82,000
42' Weetsail, '76	119,000
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41' Coronado	59,500
41' Perry	125,000
40' Cheoy Lee, '67	65,000
40' Freedom	158,000
40' Hinckley	97,500
40' Lancer	110,000
40' Valiant	90,000
40' Cheoy Lee, '76	89,500
39' Cal	60,000
39' Landfall	85,000
39' Ericson, '72	65,000
38' C&C	89,000
38' Easterly	79,000
38' Morgan, '81	82,000
37' Alden	40,000
37' Crealock	108,000
37' Endeavour, '79	70,000
37' Farr Compass, '78	67,000
37' Fisher aft, '78	89,000
37' Irwin, '82	70,000
37' Islander, '74	35,000
37' Tayana, '79	87,000
36' Cheoy Lee	85,000

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36' Cheoy Lee Luders	50,000
36' Freeport	70,000
36' Freeport	89,000
36' Islander, '78	66,560
36' Islanders 3 frm	37,500
36' Pearson, '78	57,000
36' Union, '83	74,000
35' Baba, '79	86,000

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LETTERS

Sometime during the night my Achilles inflatable slipped its painter and wandered off into the night. When I came out of the cabin at 0900 the following morning, I was hailed by the skipper of *Orcas IV* from Los Gatos; he asked if my dinghy was gone. Of course it was.

Switching to VHF, he explained to me that the trimaran *Pegasus* from San Francisco had picked one up and had asked around the cove to see if anyone had lost theirs. And they since had headed off north in the direction of Santa Barbara.

I tried to contact the trimaran, but no response. The radio on our boat didn't work well. But a nearby sloop that was uping anchor came by and took me aboard so I could use his radio. But even from that boat attempts to reach *Pegasus* and the Santa Barbara Harbor-master were in vain. But the skipper had me write down all the details so he could give it to the Harbormaster in Santa Barbara.

When I arrived back in Ventura the next day, the people at Sealink Yachts told me the Santa Barbara Harbormaster had been trying to contact me. I called him and gave him the details. That evening he called back and said he'd contacted the owner of *Pegasus* and that my inflatable was waiting.

The skipper of the trimaran eventually told me he'd picked up the dink some two miles off Fry's anchorage, but had not returned as the wind was light and he had no engine. But he was happy I got my dinghy back.

I think this is a very good example of a lot of good people working together to secure the return of my wayward dinghy — which by the way, now has a new painter.

My sincere thanks to the skipper of *Orcas IV*, to the Columbia 31, *Fantasy* from Santa Barbara to the trimaran *Pegasus* to the Santa Barbara Harbormaster and, to the nice folks at Sealink Yachts.

Fred Quigley
Vita Nova
Vallejo

☐ THE BIG BLUE MONSTER AND HER SUPER CAPTAIN

I want to add another view to the 'yachtie versus merchantman' matter.

Last June I had the opportunity to skipper a Vagabond 47 from La Paz to San Diego. Being a desert sailor from Tucson, I jumped at the chance. As we all know, that trip can be a difficult beat, especially for a boat that hasn't been driven hard in a long time.

Only 40 miles south of Turtle Bay and six days out of Cabo (with one day layovers for repairs at Entrada and Santa Maria), half the things on the boat quit working, most importantly the engine and a series of jib halyards.

Then at 2330, three days out of Santa Maria, a few more unpleasant things happened to an already very tired crew. While motorsailing, a small squall hit, the engine overheated for the umpteenth time, another jury-rigged halyard let go, and most of the lights — including the running and binnacle — went out. This was when the merchant marine came into the picture.

We decided we had little chance of making it through heavy seas the rest of the way to Turtle Bay without a jib or engine. So we began retreating to San Carlos in Magdalena Bay — where we could also get fuel and oil in case we got the engine operational. As we headed for that interim destination, in the interest of safety I put out a call to local shipping that we, *The Water Works*, were proceeding under shortened sail and without running lights. I gave our approximate position, heading and speed.

Our call was picked up by the yacht *Serenity*, Coast Guard San Diego and the Hong Kong-based bulk carrier, *Kemano*. All three were of great assistance to us. *Serenity* called our friends to let them know we were allright. Coast Guard San Diego stayed in touch

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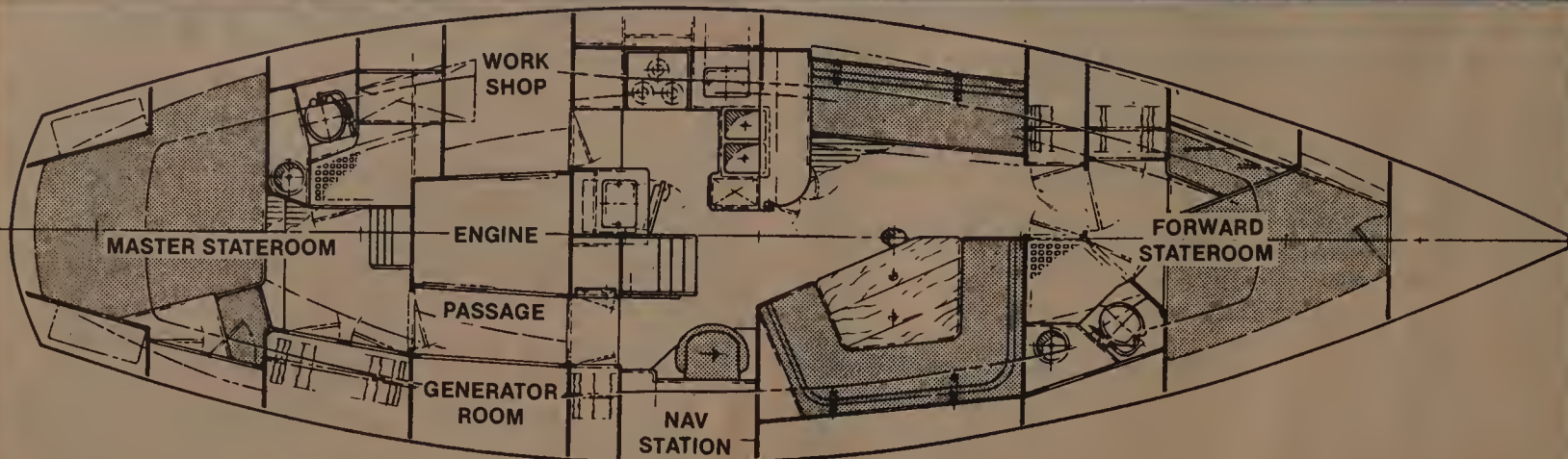
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47'	Valiant Cutter.....	295,000



Jack Kelly
Y.A.C.H.T.S

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LETTERS

whenever our VHF could be heard. And the super captain on the 750-ft blue monster, *Kemano* did all he could for us.

Although we made no request for assistance, *Kemano's* captain altered course in order to come along side 14 hours later, where he made sure we were alright, offered us fuel, gave us our position, the set, drift and weather updates. He also let us know that our radar reflector barely showed us at three miles.

We already had most of this information, but we were thankful to have a friendly vessel out there with us. The bulk carrier captain had no other reason for changing course and stopping than to check on our little boat with our little problems.

I have to think that most mishaps between commerical shipping and yachts have to do with a yachtie going below for a cup of hot coffee, etc., and staying down too long in the comfort of the cabin instead of maintaining a proper watch.

Having done most of my sailing in the Sea of Cortez, I'm used to seeing the occasional Mexico fishing boat running full tilt with no lights. But my crew and I were surprised to see (although with some difficulty) three party-type fishing boats leaving San Diego at 0200 with no lights. We can't imagine why they would be leaving a busy harbor with no more visibility than a bow wave. Is this common? Our running lights were repaired at sea after two days of going without.

P.S. Think about the fact that the bulk carrier had us visually from 12 miles away and thus knew right where to look on the radar. It would have been very easy for them never to have seen us on radar. Incidentally, we carry a Davis reflector at the spreaders.

Dr. Robert C. Forier

Part-time sailor, but hopefully a full-time cruiser next year
Tucson, Arizona

Dr. Forier — We think it's inaccurate to characterize the yachtie — merchantman thing as a conflict. There isn't — nor does there need to be — any conflict. What's needed is a little more education and understanding.

For the most part, merchantmen, especially the few remaining American merchantmen, are not only very conscientious, but have a long history of going way out of their way to help yachties. Unfortunately, it just takes one or two ships being operated carelessly to make yachties fear all merchantmen.

As for yachties, precious few appreciate how difficult we make life for merchantmen. We need to give them an enormous clear path on the Bay, we need to use radar reflectors and running lights at sea, we need to stay out of shipping lanes as much as possible and we need alert watches on duty at all times. Anything less is negligence on our part.

□ THE HIGH AND LOW OF IT

I was reading the June issue the other day and really enjoying the article on the Delta when one item struck a nerve. The article stated that bridge clearances are measured at the mean low water.

This statement sent me rummaging through my United States Power Squadron course book on piloting and also to my Chapmans. Sure enough, according to my references bridge clearances are measured at mean high water or even mean higher high water. As I checked the Delta charts I saw that most bridges gave both high and low tide clearances — lucky us!

But be aware that just as overhead cable clearances are measured only at mean high water, so are some bridges.

It seems the intent is — as with depth soundings — to show the pilot the minimum clearance that will be encountered at tidal swings.

Darrell McDonald
Santa Rosa



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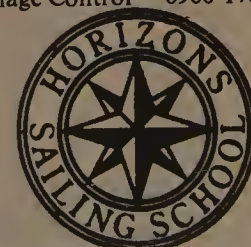
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September 28th	Basic Group I Begins	0900-1500
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October 2nd	Celestial Navigation Course Begins	1900-2200
October 4th	Advanced Course: Anchoring	0900-1700
October 5th	Intermediate Group I Begins	0900-1500
October 11th	Coastal Navigation Course Begins	0900-1300
October 12th	Introduction to San Francisco Bay	0900-1500
October 18th	Basic Group I Begins	0900-1500
October 18th	Advanced Course: Heavy Weather Sailing	0900
October 19th	Practical Seamanship	0900-1500
October 26th	Advanced Course: Damage Control	0900-1700

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"Absolutely gorgeous! Who makes that boat? It happens every time we're out on the Bay. And I can't tell you how many people walking by the boat have stopped to admire and inquire about it. It gets rave reviews!"

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mize induced drag without the sacrifice of stability.

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LETTERS

Darrell — Bridge height is just half equation. See the 71-footer in this photograph? Several years back her skipper confused the



What's your mast height? Don't learn the hard way.

main mast's height from water with that of the height from deck. The result was contact between the aluminum mast and high voltage lines. Only a fraction of a second later the thru-hulls were fried and the big ketch went to the bottom. They say the air conditioner has never worked well since.

□ MIDDLE GROUND HELPER

Re the horrors of transiting Suisun Bay and the clutches of Middle Ground. Some time back we came up with an aid — although it's so elementary that possibly it's been mentioned before.

After a couple of times looking in awe at birds walking on the north side of the channel, we obtained a large-scale chart of Suisun Bay, #18656. Then with a red felt-tip pen we outlined the one fathom areas, which graphically showed where the shallows are. As our sloop draws 4'2", all we have to do is keep out of the red and life is beautiful.

The red-lining also shows where the deep water is, and there is more than one at first might suspect. It also explains the time I saw a yacht heading in between Middle Ground and Honker Bay, on a course north towards Dutton's Landing.

If this suggestion can be of help, good. Just don't use my name.
Remaining Nameless
San Rafael

R.N. — Thanks for that suggestion, we think it's an excellent one. The charts are really geared toward larger vessels, so there's all sort of superfluous information for small boaters. When you throw in all the extra pages of San Francisco Bay to Antioch portfolio, it's no wonder we ended up a hundred yards out of the channel and virtually high and dry. Hummmm . . . think we can sue and collect for pain and suffering?

□ WHAT'S HAPPENING TO THE WORLD?

As if it wasn't bad enough that the whorehouse in Turtle Bay burned down, now we learn that the Stop Light Club in Honolulu is also pau!

However, there is a gleam of hope. A former waitress from one of the prominent yacht clubs in Hawaii is now a headline stripper at the Butterfly Lounge.

Tommy Held & Friends
Honolulu

□ TAKE IT FROM ME

Re: the ocean garbage mentioned in the July issue.

Take it from someone who cleans beaches — I work as a Ranger in



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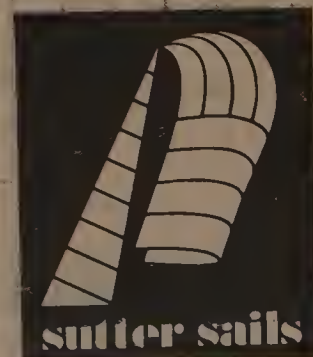
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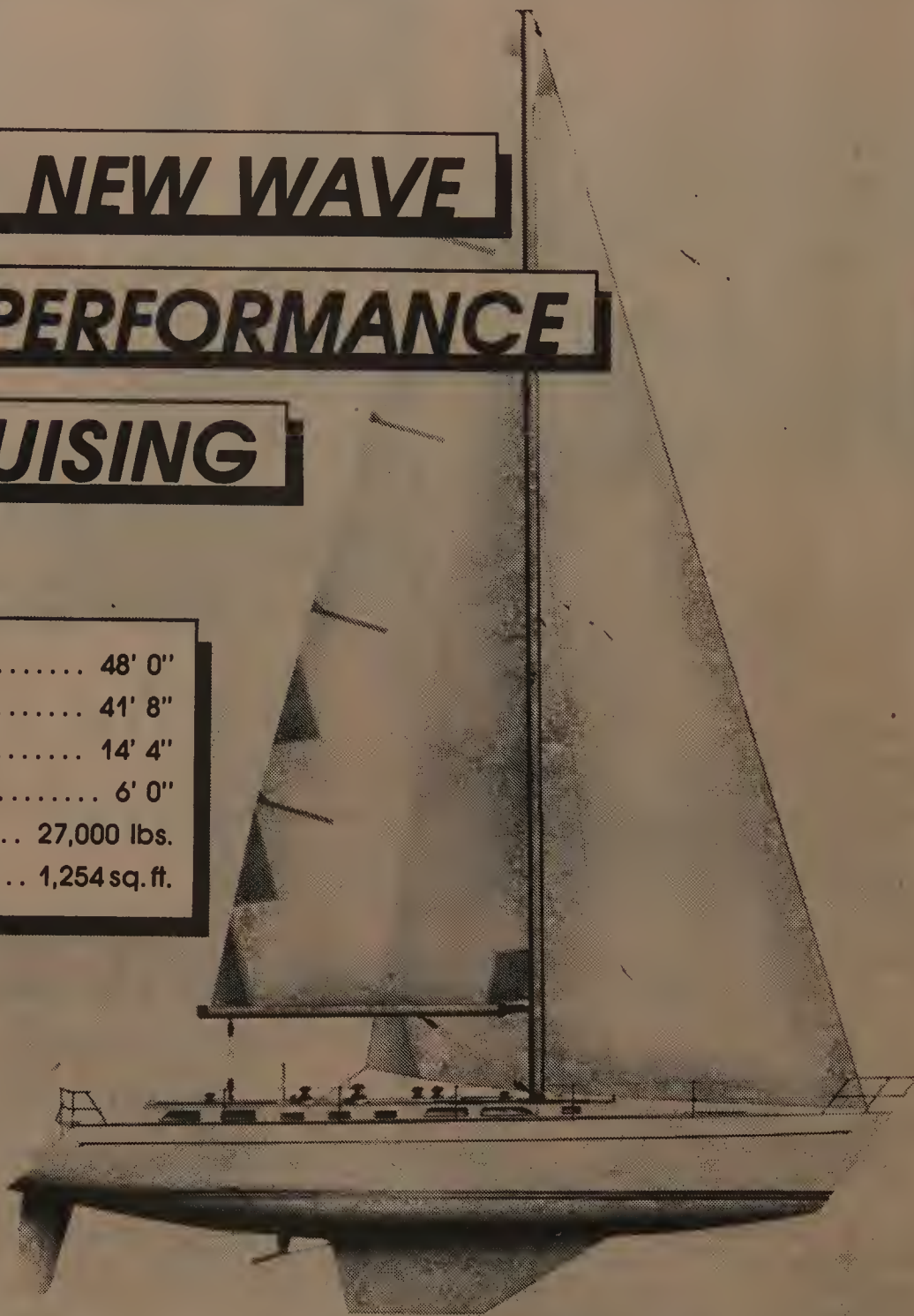


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# LETTERS

the Boston Harbor Islands State Park — the lobster buoys, old line, pieces of flotation and derelict boats that wash up are enough to keep me occupied. But the stuff that really causes problems are the grease buckets, the plastic soda bottles, etc. I could carry off two or three lawn-leaf bags of sailors' garbage every week. There are things about this job I enjoy more.

By the way, the term 'DownEast' comes from the days when British troops marked the tallest and straightest white pines as "king's trees" to be used for masts on British Navy vessels. One other thing. There are several ways to tell when you are getting further DownEast: the air and water temperature drop, the cruising gets better and the lobster tastes sweeter.

P.S. Reading *Latitude 38* out here in Boston Harbor makes me miss the company of Californians. If anyone out there is coming out here, stop by and look around. I've always got some back issues kicking around.

Sarah Elkind  
Lovell's Island

Sarah — We're not certain that even you know how badly the ocean is polluted with regular old garbage. According to testimony given to a Congressional Panel in August, each day 639,000 pieces of plastic garbage are dumped overboard from ships into the ocean! That's 223 million pieces of plastic into the ocean each year. During a beach clean-up in Oregon, 25 tons of plastic debris were picked up in just three hours! Out on Midway Island, 90 percent of the albatross chicks were found to have plastic in their gullets. And, 135,000 metric tons of commercial fish netting are lost or cast adrift in the North Pacific and Atlantic fishing water each year.

*It's a little depressing, isn't it?*

## □ PROUD TO ANNOUNCE

In the August issue a gentleman from Scotts Valley wrote requesting information on 28 to 36-ft bareboats in Mexico.

We at Marina Sailing are proud to announce the addition of Paradise Charter to the list of reciprocal clubs our members may use. Paradise Charters currently has 31 boats from 26 to 76-ft available in the San Juan Islands and are opening a new location in Marina de La Paz, Mexico this October.

For more information, call Roger Franklin at 1-800 445-8885 or Bob Wells at Marina Sailing at (213) 432-4672.

Robert Wells  
Long Beach

## □ ALSO PROUD TO ANNOUNCE

It was with much interest that I read the letter in your August '86 issue regarding the problem of finding charter boats in Mexico.

As your editorial comment noted, it does indeed take a little time and effort to establish a legal charter operation in Mexico, but I am happy to inform you and your readers that Paradise Charters, based here in Alameda, has secured all the necessary permits and will be fully operational in La Paz this coming winter season.

We will be providing a range of both power and sailboats based at the new Marina de La Paz and would be pleased to provide your readers with additional information about our services. Call us at 1-800-445-8885.

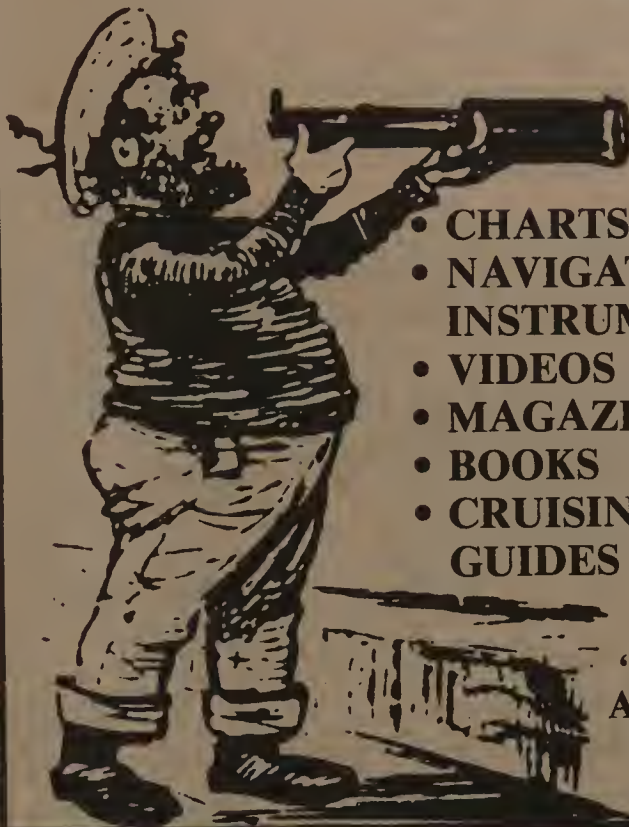
Roger Franklin  
Paradise Charters

Readers — We phoned Roger to get a few more details. He says Paradise Charters plans to put Hylas 47's, 44's, and 42's in service in La Paz. It's our understanding that none are there at this time. As for

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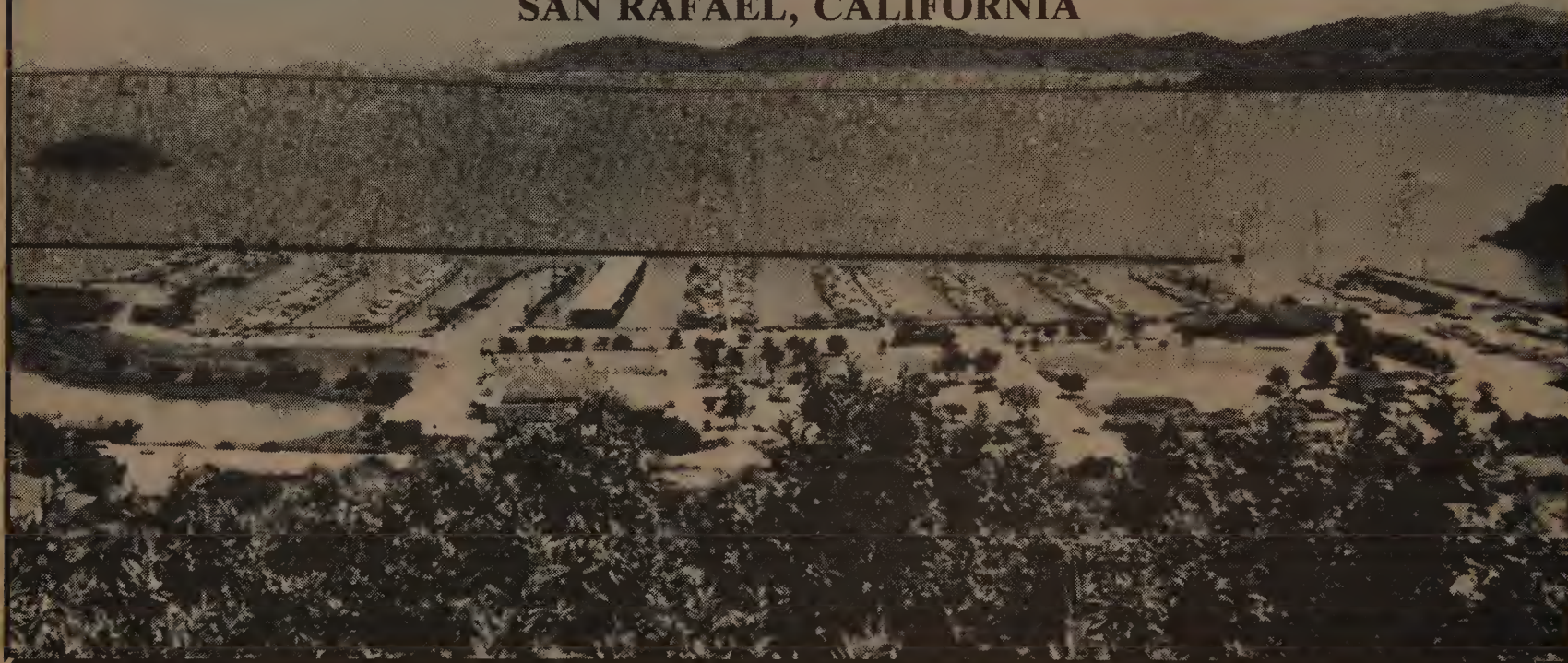
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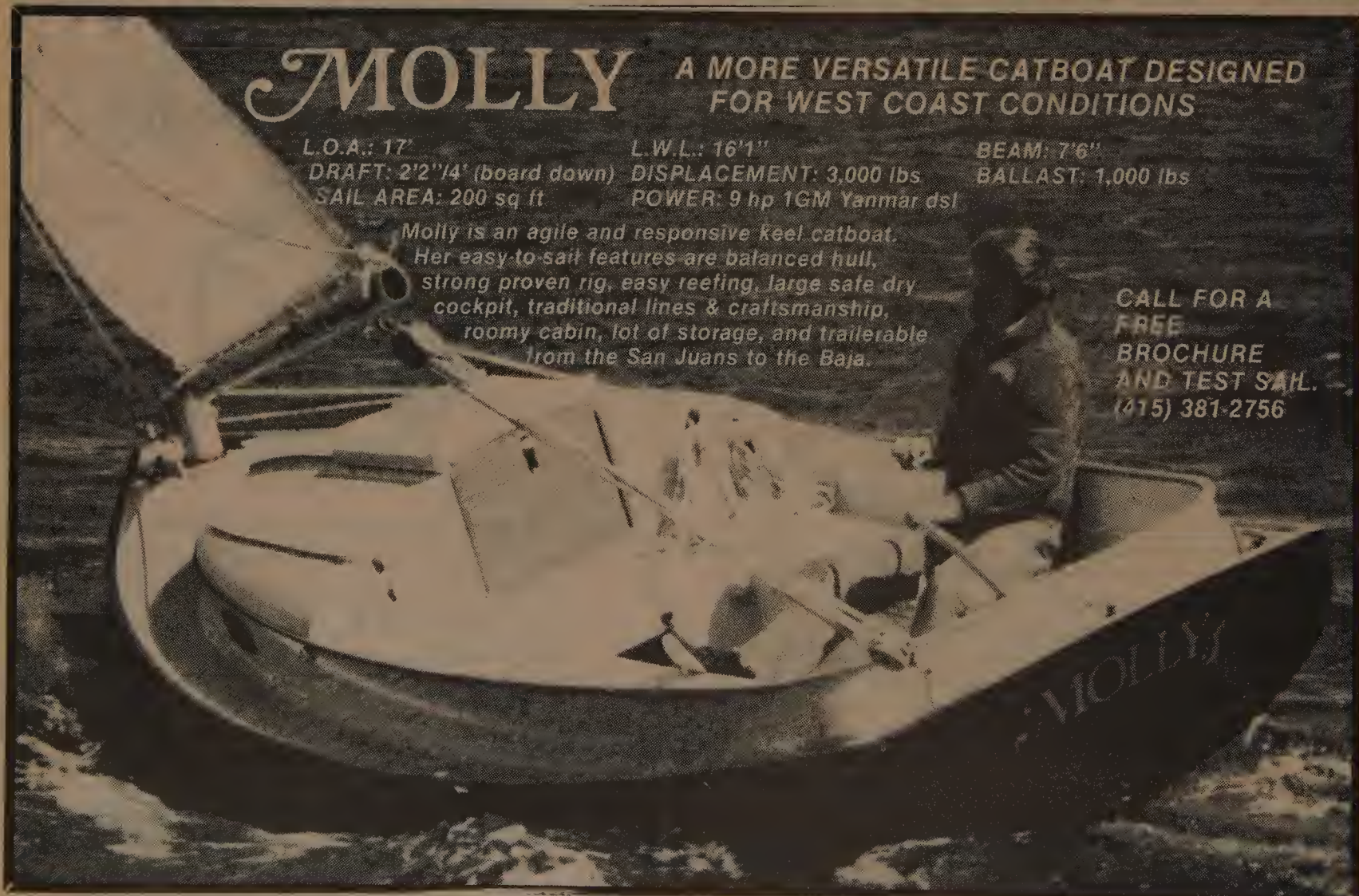
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# LETTERS

smaller boats, which the gentleman from Scott's Valley was inquiring about, that's less certain, although Roger says he "anticipates" putting a few in service.

To our knowledge, there are two other legal charter operations in the Sea of Cortez. One is NAO Yachts, which has been in operation for several years now. They have a fleet of 10 boats; five Spindrift 47's and five 40-ft motorcruisers. Some of these boats are based in La Paz, some in Cabo San Lucas, and some with an exclusive contract from the Hotel Palmilla on the Cape. According to Donald Hawthorne of Copeland Cutler Travel, several weeks in November are already sold out and December is filling fast. Reservations for NAO Charters can be made by calling 800-821-4750. Outside California it's 800-821-4749.

The Moorings, the big charter operation in the Caribbean and the South Pacific, is the third company going into the Sea of Cortez. While they don't have any boats down there now, they expect to have two Beneteau 37's, a 43 and a 54 based in Puerto Escondido by this winter. Puerto Escondido, the hurricane hole near Loreto, you may recall is undergoing major development.

The charter situation is rapidly changing in Mexico. It used to be almost impossible to get started, but the country needs outside investment, and thus laws are being changed. As we understand it, a little more than a month ago Mexican law was changed so that foreign investors can set up charter programs in Mexico. A small catch for folks without big bucks — you have to build your own marina to qualify.

Also changed are the laws regarding the use of American boats for interim periods of charter. If you want to take your boat and put it into charter service for the winter, that's now legal and easy to do. We hope to have further details on it next month.

## □ THE GOOD AND THE BAD

I'm writing you with sweet and sour news.

The sad news is the passing of wonderful man and well-known sailor, William F. Simpson. I had only met Bill a few months back while I was looking for my first boat. I was checking out Windward hull #2 (it's a very pretty 33-ft Rhodes design built of wood) at Fortman Marina in Alameda. I had decided against that particular boat and was walking down the docks when I bumped into Bill. He was out working on his Windward.

We got to talking about the boats and he showed me his. Boy, was I impressed. He said that someday sooner or later he and his wife Anita would have to sell the boat. So I left my phone number just in case.

A few weeks later Anita phoned and told me I was going to be able to buy their boat. I considered this an honor. They gave me everything with the boat. Hauled it, painted it, varnished it — and to say the least, became like two members of my family. As have all their friends, who helped me immensely. They know who they are.

The bad news is that soon after, Bill passed away. But we all remember him, as a man whose love for his wife, life, sailing and friends will never die. Good sailing, Bill, we all miss you.

Now for a little cheerier news! Since I bought the boat there's some major work — not the former owner's responsibility — that needed doing. In fact it needed doing immediately. So I leafed through my Latitude 38 and found an ad for Sanford-Wood Boatyard. I arranged to be hauled out there, although I was scared because I'm so new to the boat and sailing in general.

I was worried sick that the boat wouldn't be able to be repaired, at which time Jerry from the boatyard entered the picture. Let me tell you, this guy is not only one of the best boat carpenters around, he's also one of the nicest guys around. After he settled me down a little,



# Yacht Masters

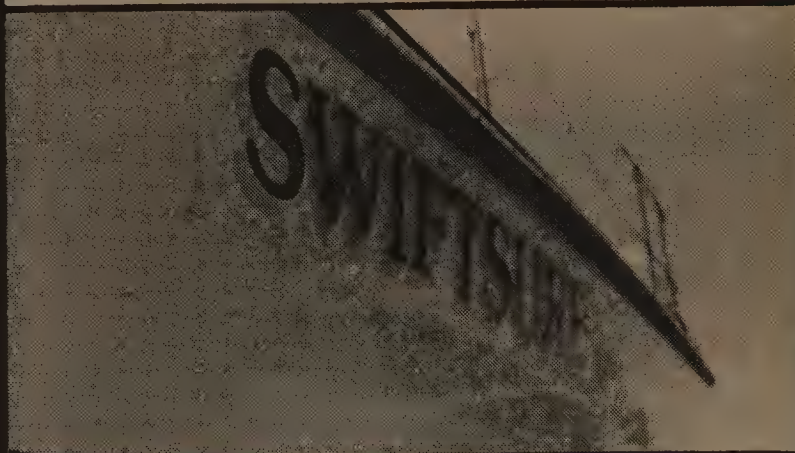
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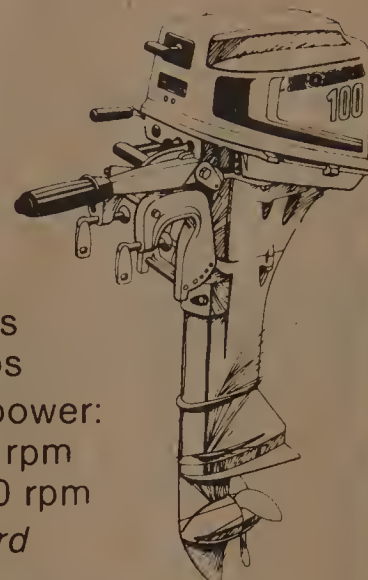
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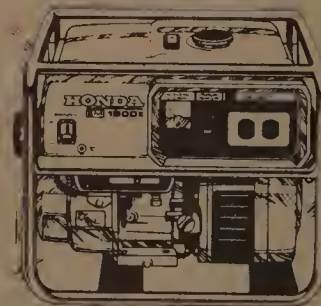
|         | Was     | Now     |
|---------|---------|---------|
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| BF 75S  | \$1122. | \$919.  |
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# LETTERS

he did a superb job fixing the problem. He always helped me in as many ways as possible in my other jobs to keep the costs down. Thanks, Jerry!

Then Rick Sanford entered the picture. I live on my boat to save money, but still have to scrounge for cash for all the repairs and to get everything paid for when it came time to launch. Unfortunately, I couldn't get it all together, so my only hope was to approach Rick. I told him my story, and he was very kind and understanding. I gave him all I had, as well as my word to pay the rest as soon as possible and with interest.

I know what I did wasn't right, but it was all I could do. Thanks for your help Rick. And you too, Jerry, Mary, Bill and all the rest of you at the yard as well as Bob and Tanya at Anchorage Marine.

And by the way, last but not least, thank you *Latitude 38* for printing all of this.

Rodney D. Romo  
Windward #7, *Tempest*  
Antioch

*Rodney — Thanks for the letter and good luck to you. Those Windwards are sweet-looking boats, so you make sure you take good care of her in that hot and dry summer air of the Delta.*

## □ TWO FOR TIM

In response to Tim Larson's request for "cures" for seasickness, I offer the following. Perhaps the most popular effective preventive measure for adults is the Transderm-Scop system, a clever little patch placed behind one ear 4-8 hours before sailing and touted to last for up to three days.

Side effects include increased sensitivity to bright light due to opening of the pupils, and occasionally blurring of vision, especially in small people, for the same reason.

A very effective but lesser known therapy is a combination of two common medications, Phenergan 25 mg and Ephedrine 25 mg, taken together at least one hour before sailing. Side effects are usually minimal if any. This combination was developed by the U.S. Navy while researching student pilot airsickness and is used widely on the east coast by ocean sailboat racers.

Neither system presents significant abuse potential and both are readily available by prescription through your family doctor.

R. Sansone MD  
Mariposa  
Benicia

## □ CRUISING AND THE TAX MAN

Thanks, but no thanks, Marie du Motier for the offer of the one way ticket wherever so that I can no longer infer to you that my political views have anything to do with the precepts on which this country was founded (*Fourth of July Letter, August, page 43*).

And no, I will not offer to fly you anywhere either. I encourage you to stay in the U.S. of A. and express your views. It's what makes this country different, and creates fun reading in *Latitude 38*. Afterall, the ability to express one's political views is one of the precepts on which this country was founded.

It is too bad, though, that the Government tends to go overboard once they get the ball rolling (*If At First You Can't Succeed, August, page 61*). I've seen the paperwork where a couple, in their 50's, while cruising up the coast to Canada were boarded five times by the Coast Guard between Los Angeles and San Francisco. Or how about the story where another cruising couple were stopped just outside the entrance to Morro Bay, after being denied permission to first get behind the breakwater. (A fun place to heave to, right?)

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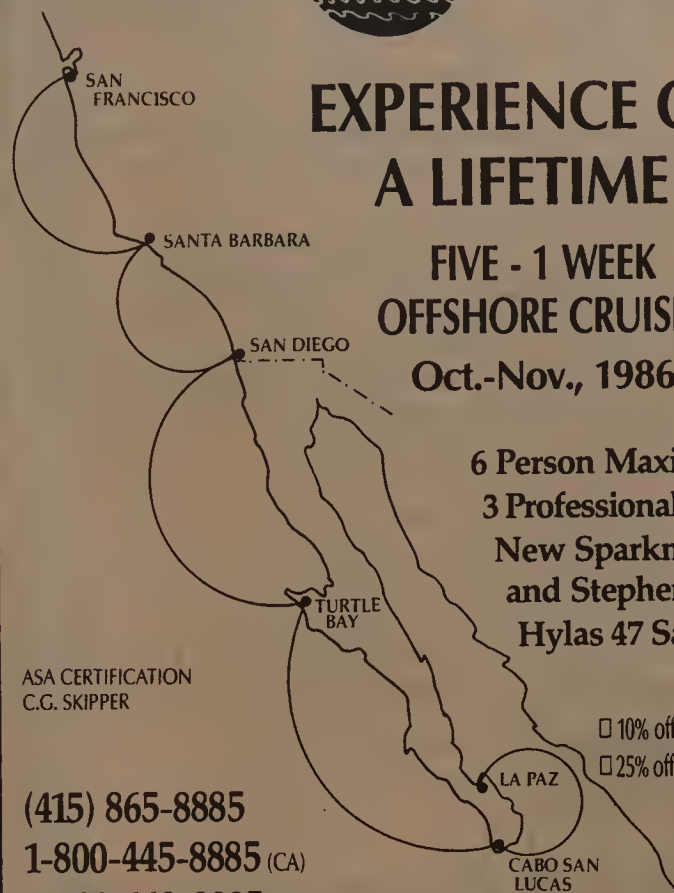
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# NONSUCH



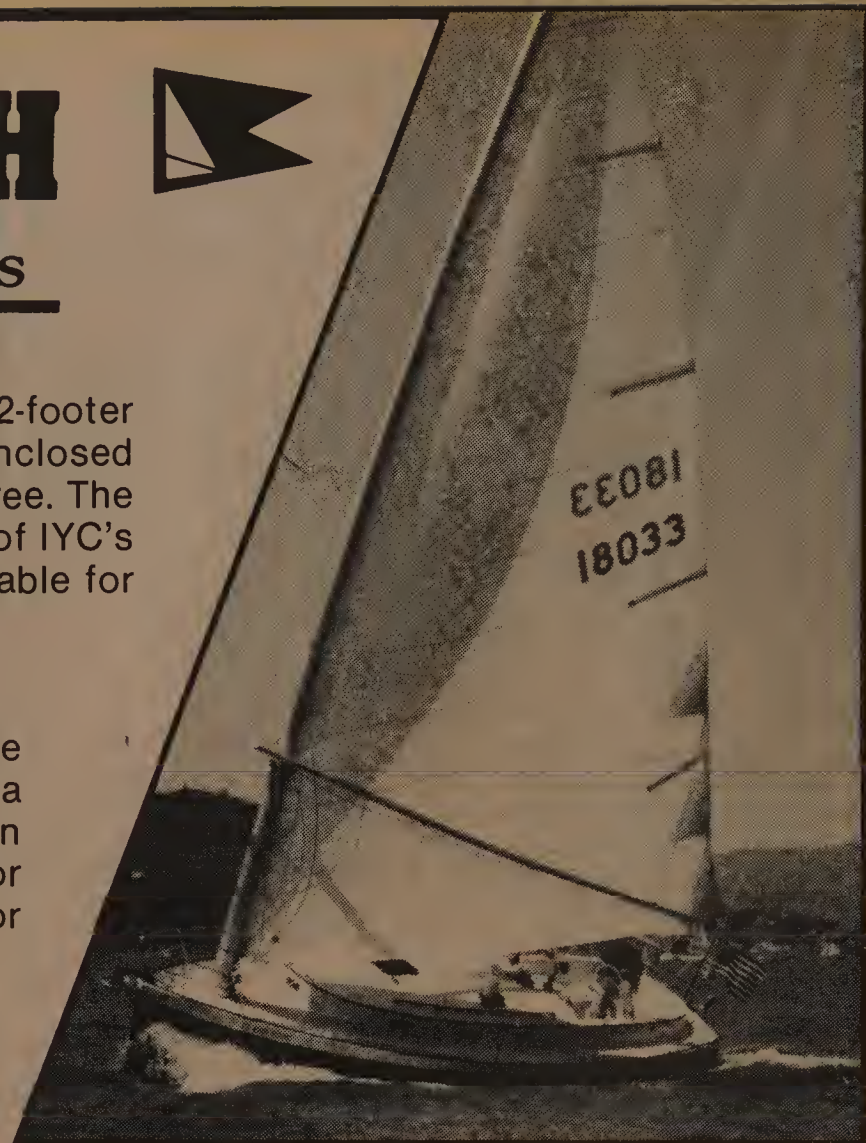
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**NONSUCH 26:** Two interiors: The Classic and The Ultra models. As big as a common 30-footer! As easy to handle as an 8-ft El Toro. New 1986 Classic available for 2-week delivery. 1982 Classic available for show and for sale.

**NONSUCH 30:** The original Nonsuch. The Nonsuch that has led Hinterhoeller Yachts into the '80's! The Nonsuch that has attracted so much attention both racing and cruising on San Francisco Bay! We have a new 1986 "Ultra" and two pre-owned "Classic" models in stock at our docks in Alameda.

**NONSUCH 36:** The Queen of the Nonsuch Fleet! Look for our first three-cabin liveboard lay-out to be delivered to San Francisco this winter.



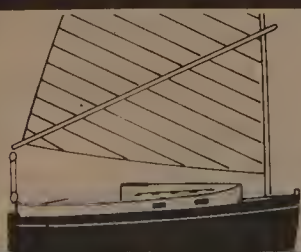
**CAT TALES:**  
(kat' bōt), n. a sailboat with a single sail with the mast set well forward toward the bow. (slōop), n, something altogether different.

**SEE THE NONSUCH 30 AND NONSUCH 22  
AT THE BAY AREA BOAT SHOW IN ALAMEDA, SEPT. 13-21**

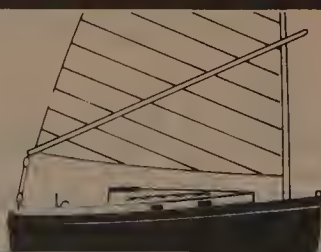


THE **NONSUCH** CENTER

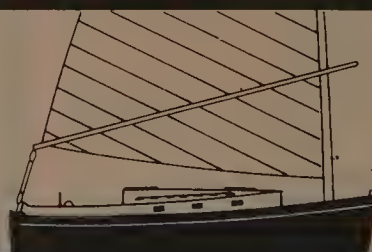
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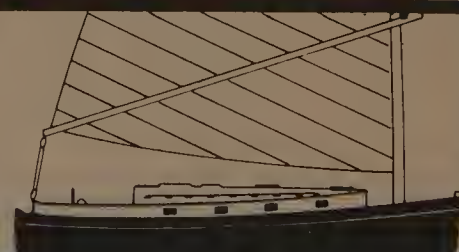
22



26



30



36



# LETTERS

As I've stated before, the abuse of freedom by a few drug runners has resulted in the loss of some freedom for all in the way of Coast Guard boardings. But I'll be the first to quickly withdraw my understanding of the Coast Guard's actions if these stories persist. Factual, unembellished accounts of questionable and repetitious boardings should be publicized. Hopefully the past professionalism of the Coast Guard will prevail and these reports will cease.

Why I really wrote is this: I left the United States last November. I was not in the United States in March of this year, and did not re-enter until June. I am still in transit to wherever I end up, I guess. But I understand that the County of Alameda is taxing me for the boat for the year 1986-87 — even though I was not in Alameda nor intend to return there. Nor was the vessel registered there during this year.

I do not expect to receive any benefits from Alameda County this year. So it kinda seems like taxation without representation. I won't ask if they can do this, they obviously have and they will lien the vessel if I don't pay. Alameda County has gone so far to state to me that if I had not returned for five years, I would have returned to find five years of back taxes to pay.

I have a gut feeling that I know the answer, but I'll ask anyway. Anybody know if there is an arguable defense for this? Or are we legally getting taxed on property that is not even in the country, let alone the county, on the lien date of March 1 of that year?

Russ Jones  
My Way  
In transit.

*Russ — There is no clear answer on the matter of boats being assessed for personal property tax while out cruising. The situation is that all California counties assess the tax under the same authority, but they can and do interpret the regulations regarding assessment differently.*

*We can tell you that if your boat is in a county or normally kept in a county as of March 1 of any year, that you will have to pay personal property taxes for that year.*

*What happens if the boat left the county prior to March 1 for six months, a year, or even more? Well, then things start to get fuzzy. Often times the crux of the matter is the concept of 'habitual moorage'. To get an idea of what the concept really means, you'll have to refer to the Revenue and Taxation Code, starting with Section 1136.*

*But we know for a fact that some county assessors have ruled that if an owner can document that his boat's been moored outside of the country and cut all strings with the county for 12 months — some counties as little as six months — that personal property tax is not due. Receipts to document the out-of-country moorage or use may be required, but if you can produce them, in some counties you won't be assessed.*

*Unfortunately, not all counties view it the same way. As you've discovered, some will assess your boat even if it's been gone for five years. It doesn't seem fair, does it? And it's not.*

*As for still being in transit, that will get you nowhere. We move boats around frequently, and every time we're in a new county for a couple of weeks, officials try to assess us for personal property tax. The only way we keep them off our back is by proving that we've already paid the tax to another California county.*

*We're told that the concept of personal property tax goes back to the 12th century in England. It's been around in California since the mid-1800's. The revenues for the tax go into the general fund and are used to hire expensive call-girls and buy the best pot and booze for the non-stop wild parties that go on within the bowels of all those gray county buildings. Ha, ha, just kidding of course.*

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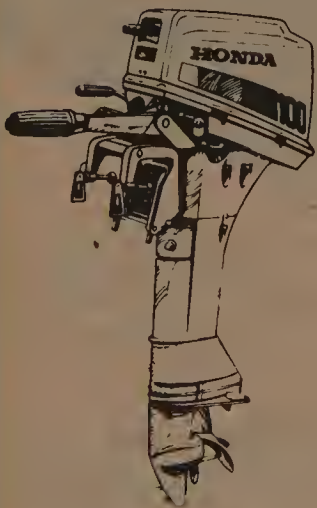


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# LETTERS

## □ ONE OF A FINE GROUP

Coronado 25 Fleet 7 members thoroughly enjoyed your *Sightings* item, *Can't Say Goodbye to 'Hello'*. We are also delighted Rich Everett is keeping *Hello*. You should also know that Rich has been a winning Coronado racing skipper.

Several other active Fleet 7 members have also raced and cruised their Coronado 25's for at least 15 years. These include Ernie Dickson with *Ventura*; Hasan Gumrukcu with *Gigi*; and Skip Williams with *Caprice*. Our Fleet Captain, Bill Rossman with *Conquistador*, has been an active cruise member for as many years.

We were also more than excited and delighted with the Pacific Cup article about Skipper Bobbi Tosse's win on *Sweet Okole*, as Bobbi and Pacific Race Chair Sally Green own *Naressa*, the 1985 YRA Coronado winner.

We know there are many other Coronado 25 owners on the Bay, and Fleet 7 would like to contact them so we can share both our information and enthusiasm for our boats. Contact Fleet Captain Bill Rossman at 682-4612, or Elaine Kozak, Secretary, at 332-3380.

Coronado 25 Fleet 7  
Northern California

## □ BEARDLESS REPS

Our continued wonderment over the Coast Guard's 'No Beard' doctrine may go much deeper than first blush.

The Coast Guard has had severe and life-threatening budget cuts. Possibly the Coast Guard Commandant took this move as part of trying every means to get favorable treatment from the budgeters in Washington. To understand such an extreme move, all you have to do is watch our representatives in the nation's capitol. Is there a bigger group of 'squares' in the world?

Besides, these people are more concerned with storing surplus cheese than our ocean's safety. Do you think such a group would look favorably upon beards?

I myself have nothing against beards. My wife ran away with one, so you know I love them.

Pete Hallock  
Irvine

## □ NEGLECTED TO MENTION

There was something left out of Paul Kamen and Joanne Catz' great article on the Pacific Cup. They modestly forgot to mention that Paul was the Singlehanded TransPac competitor who operated his SSB radio and made all the race committee calculations. He also helped greet finishing boats and guided them into the harbor. This in addition to interviewing competitors for the article.

Paul tirelessly handled these tasks for a week, a week during which I doubt he got much sleep. That's not bad assistance from someone who had planned on spending the time preparing his Merit 25 for the return sail back to San Francisco and doing a little sightseeing.

Thanks are also due to Joanne who helped Paul all during that crazy week.

I'd also like to acknowledge the work of the six or seven members of the Nawiliwili YC and a few people from Northern California yacht clubs who also saw little sleep during that week in which they worked so hard. I don't have all their names, but besides everything else, they provided the competitors with great welcoming parties — no matter what time of day or night they arrived — as well as a condominium to shower and sleep in for the first night.

It was because of these behind-the-scenes people that we enjoyed such a good finish to the Pacific Cup.

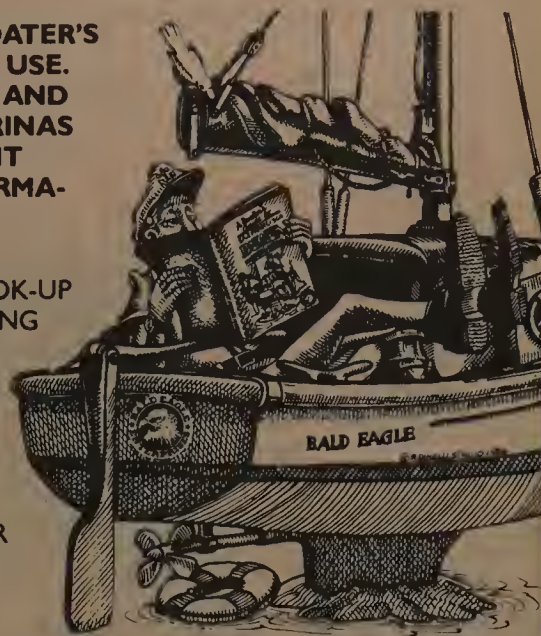
P.S. I also want to give a special thanks to Don at Henri Lloyd,

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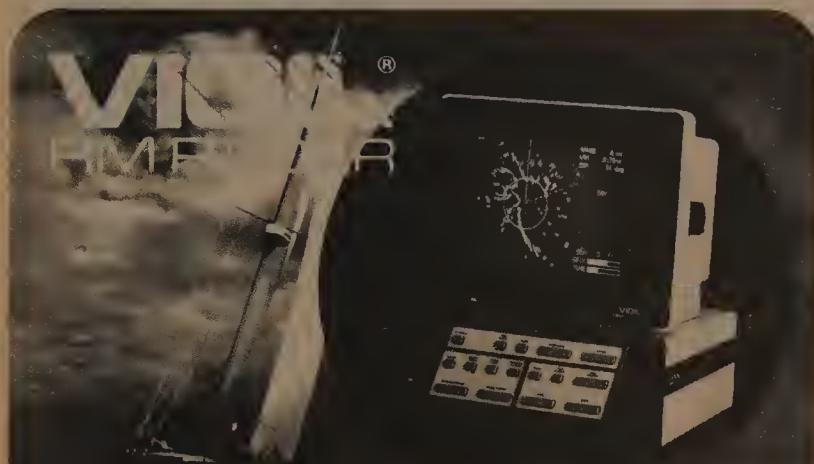
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14.1451

0.7mi Frm. 1st DR

True Crs= 168.2

Ht. of Eye= 11.2

3LOP FIX: -10.1

13.5

3 LOP INTERCEPT

-10.1743

-10.1733

-10.1836

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# LETTERS

who Express Mail-ed a pair of loaner foully bottoms to me the day before we left for Hawaii.

Gregg Wisley  
Mill Valley

*Readers — Gregg was a last minute addition to the Merlin crew.*

## □ THE WRITE STUFF

I was working on a book titled *Growing Up With Dyslexia*, when the mail arrived with our August issue of *Latitude 38*. As usual, I immediately dropped everything — except my typewriter — to read the *Letters* section and to see how Bud and Linda did in the Single-handed TransPac. But before I could read through the *Letters* section, I noticed a P.S. from Lynn Orloff-Jones, asking about lap computers and electronic printers.

Because of my life-long struggle with dyslexia, I've not only bought three of these wonderful gadgets over the years, but I keep my eyes and ears open so I can try the newest models when they come out. Portable electronic typewriters and printers have become popular items in today's electronic era with boatowners and others. Each month they seem to come out with superior products that give the consumer a little bit more than the previous model. But you have to figure out what suits your needs, then shop around until you find the machine you want at a discounted price. You can usually find \$300 machines discounted by as much as 33 percent.

I finally settled on the Canon Typestar 7. It's not only a battery operated lap typewriter, but it offers different typestyle cartridges and 4K memory cartridges to help expand the 6K memory. This typewriter will interface with a computer. It will print on black thermal paper as well as on regular paper and business-sized envelopes with heat sensitive ribbons. It has four format modes and you can write the letters in the text before the letters are printed out on paper.

I have typed, edited and printed on over a hundred pages and envelopes using the same batteries. The Typestar 7 comes with an A.C. adapter; the typestyles, memory cartridges and the case are additional. Many of my friends bought one of these after they saw how much it improved my writing, since I could add in words I forgot or change words around without having to type the whole page over again.

The Canon Typestar 7, is small, light (6 pounds), completely portable and stows almost anywhere. I purchased the basic machine, the case, one memory cartridge and one typestyle. I found this was enough to stay on top of my research notes and writing — all for \$300.

L.A.C.  
San Luis Obispo

## □ MORE ON TIDES AND TABLES

Re the accuracy of tide tables, and adjusting for Daylight Savings Time.

I wonder how many of your readers never knew why their tide books were off before Mr. Kirk raised the question of adjusting for Daylight Savings Time? I think you've done a service by pointing out the necessity of adding an hour during the summertime.

But, I have another suggestion: buy a *Tidelog*. These great books not only have the adjustments built in, but actually show the tide graphically, along with currents, the moon, and a bunch of other stuff.

I used the free "bait-shop" tide books for years and found more than a few errors in them. In one case two weeks of tides had gotten switched, so that they were both wrong. With the *Tidelog*, you can

Time was you could spend your time leisurely at the chandlery, looking over gear, exchanging information with like minded folks and swapping a few stories. Stores like that seem to have disappeared . . . but we haven't. Browsers are always welcome.

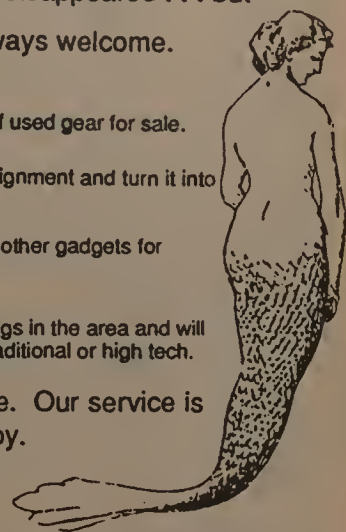
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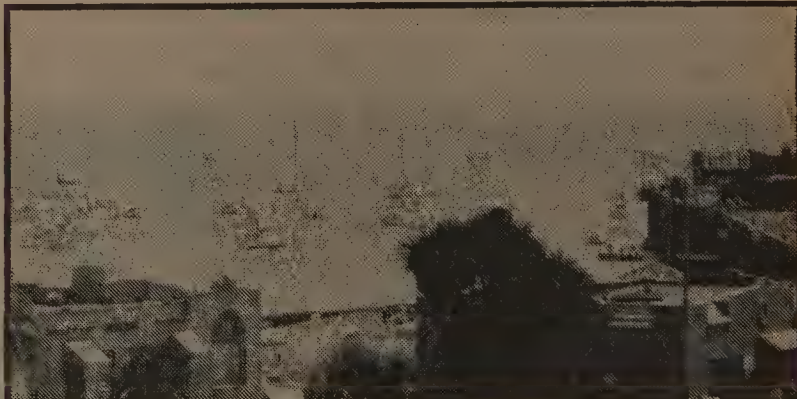
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# LETTERS

see the progression of the tides, so if they goof, it would show. So far, they have not, at least that I've noticed.

The catch is they're ten bucks; but then you get what you pay for. Their phone number is (415) 868-2909. I've also seen them advertised in *Latitude 38*, and at West Marine.

Richard Judie  
San Francisco

## □LAP TOP II

I'm responding to a letter in last month's issue for information on the use of lap top computers on a boat.

I'm writing this letter on my lap top computer aboard my sailboat, *Kid Stuff*, up here on the Delta. I've been using a lap top computer for about six years aboard our boat, on BART, on airplanes, on park benches and commute trains to "sillycone valley".

I would be willing to teach people to do the following on a lap top:

1. Word processing — guaranteed to have people doing it in four hours.
2. Develop a schedule for periodic boat maintenance.
3. Prepare a spreadsheet for managing boat expenses.
4. Prepare a data base for keeping track of any kind of boat inventory — provisions or equipment.
5. Provide information for doing telecommunications — send and receive via a single sideband radio anywhere on the ocean.

I could teach the course through the College of Alameda. The course would meet four hours a week (1.5 hours lec., 2.5 hours lab) for six weeks. The tuition would be \$10. To take the course each student would have to purchase their own computer and program (about \$700). It would also be possible for two people to share one computer and split the cost of the machine.

Interested parties should contact the College of Alameda, week days between 8 a.m.-12 noon, 748-2317. If we get 25 students signed up, the course will be offered beginning mid-October. If anyone at *Latitude* has questions about this course offering, please contact me at home (334-6227).

Richard Bidleman  
Professor, Business & Information Systems  
College of Alameda

## □GUIDE TO THE GUIDES

In the June *Changes*, responding to Dee and Dave Stevens about Mulege, you mentioned the 1982 edition of *Dave's Charts*. I am preparing my 1961 Triton, *Lost Wages*, for a little sail and would appreciate any information, charts, and guides for Mexico and beyond.

Also in your April 1986 issue, Gary Mundell's article *Shipwrecked in Paradise* ended with a promise to answer any questions directed his way. After writing him I was delighted to receive a rather lengthy and indepth reply to my questions. He put me on such a high with his positive yet realistic reflections on cruising. I am so grateful that there are still people who have time for others in a world where everyone is in such a hurry to get in line.

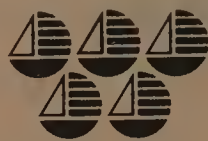
In closing, *Latitude 38* is a breath of fresh air in a room full of arm-chair glossies hawking their wares with pictures of leather queens and promises of a full automatic 600 hp *nirvana*.

Mike Horne  
Redondo Beach

Mike — You misread our reply about Mulege. We were referring to the 1982 edition of *Charlies' Charts*, not *Dave's Charts*. Along with *ChartGuide Mexico West*, we think *Charlies' Charts* rates at the

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| 29' | Cal 2-28                      | 1975        | 27,900.00                 |
| 31' | Mariner 31 Ketch              | 1971        | 30,000.00                 |
| 32' | Traveller                     | 2 available | '77,'79... frm 49,500.00  |
| 32' | Westall 32                    | 1978        | 63,000.00                 |
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| 39' | Freya 39                      | 1980        | 122,000.00                |
| 40' | Hinckley Bermuda 40 Yawl      | 1963        | 97,500.00                 |
| 40' | Cheoy Lee Midshipman Ketch    | 1975        | 84,000.00                 |
| 41' | King's Legend Cruiser         | 1985        | 119,000.00                |
| 41' | North Sea Pilot Cutter FC     | 1973        | 95,000.00                 |
| 41' | Freeport Islander             | 2 available | '76,'77... frm 108,000.00 |
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| 35' | Garden Aux. Cruising Cutter   | 1979        | 55,000.00                 |
| 40' | Sparkman & Stephens Aux. Yawl | 1960        | 57,000.00                 |
| 40' | Kettenburg K-40               | 2 available | '61,'64... frm 29,000.00  |
| 40' | Concordia Yawl                | 1957        | 75,000.00                 |
| 28' | Classic Cabin Cruiser         | 1948        | 12,000.00                 |
| 38' | Hunter Express Cruiser        | 1960        | 38,000.00                 |
| 38' | Pacemaker Sportfisher         | 1965        | 39,995.00                 |

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# LETTERS

top of Mexico cruising guides.

Our favorite for the Caribbean, including the east coasts of Central America and the north coast of South America, is Hart and Stone's A Cruising Guide to the Caribbean and the Bahamas. This is about the most readable guide around.

As for the South Pacific, we haven't seen a single guide that's covered the entire area well. Marcia Davock's Cruising Guide to French Polynesia, however, is superb for that particular area.

If any cruisers have any other cruising guide recommendations, we'd love to hear about them.

## □ HOW TO MAKE CONTACT

I'm leaving for the South Pacific in mid-October for four months, ultimately ending up in Perth for the America's Cup.

Originally I wanted to cruise the whole way, but time and money do not allow it. However, I would like to be in touch with yachties during my trip, to go day-sailing, crew for a few weeks at a time, and/or to stay on boats in marinas along the way.

Can you tell me the best way to make contact with the yachtie network? How can I get a hold of yacht clubs down there? Any suggestions would be helpful.

I'll be in Tahiti, the Cook Islands, New Zealand, Eastern Australia, and Perth.

I crewed on the yacht *Softwind* in Mexico for a few weeks in 1985 at Sea of Cortez Race Week and in 1986 from La Paz to Puerto Vallarta. If Don — or anybody who knows his current whereabouts — reads this, I'd love to get in touch. He's somewhere in the South Pacific.

I would, of course, pay my way, work as crew, help with chores, on any boat I might cruise or stay with.

Teri Shore  
Box 535  
San Rafael, 94915

*Teri — Tahiti might be tricky, because November is the start of hurricane season, and the French government apparently wants all cruising boats to be gone. Because of the threat of tropical cyclones, we're not sure how many boats you'll find in the Cooks, either.*

*In New Zealand you won't have any problem. Just show up at Opuia in the Bay of Islands and you'll see scores of North American cruising yachts coming in to escape the threat of tropical cyclones and to enjoy the beginning of the Southern Hemisphere's summer at New Zealand's sailing playground. Whangarei is also a good place to track down American yachts, as is West Haven and Half Moon marinas in Auckland. Far fewer U.S. boats continue on to Australia, but if you search around the marinas and anchorages, you'll root some up.*

*As for Don on Softwind, if you read his Changes this month, you'll see that he plans on covering much of the same ground — and ocean — as you. As of late July, he could be reached care of American Express, Rue Jeanne de Arc, Papeete, Tahiti. If he's left from there, you might try to contact him through one of the ham nets.*

Latitude 38 welcomes all letters on subjects of interest to sailors. We want to publish as many letters as possible, so we encourage you to get right to the point. Please write legibly — including your name.

We assume all letters we receive are for publication unless otherwise stated. Clarity and brevity are admirable qualities in letters; we will edit accordingly.

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\*\*advertisement August 1986 issue mistakenly said Svendsen Marine Dist.

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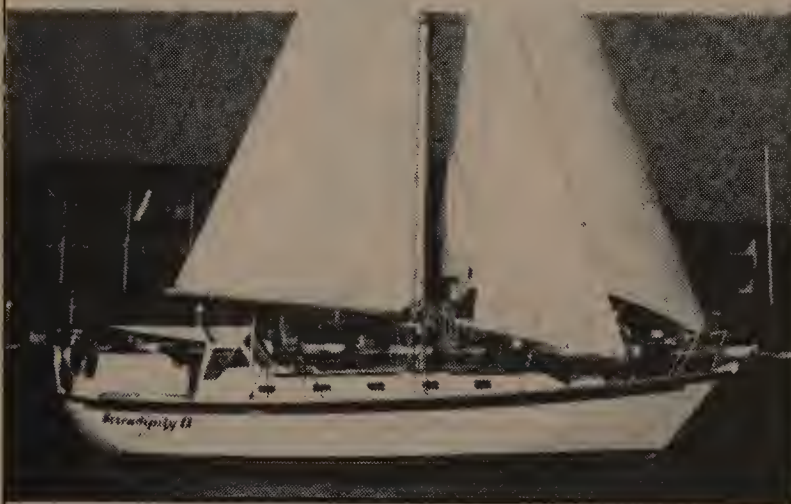
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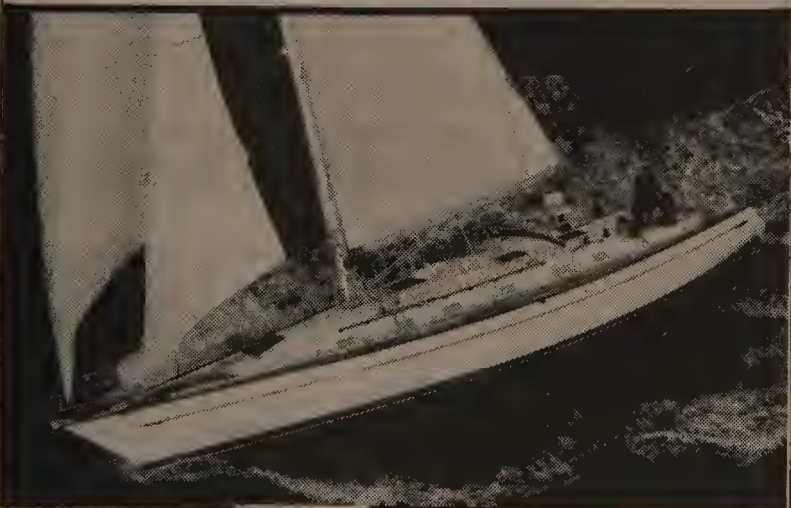


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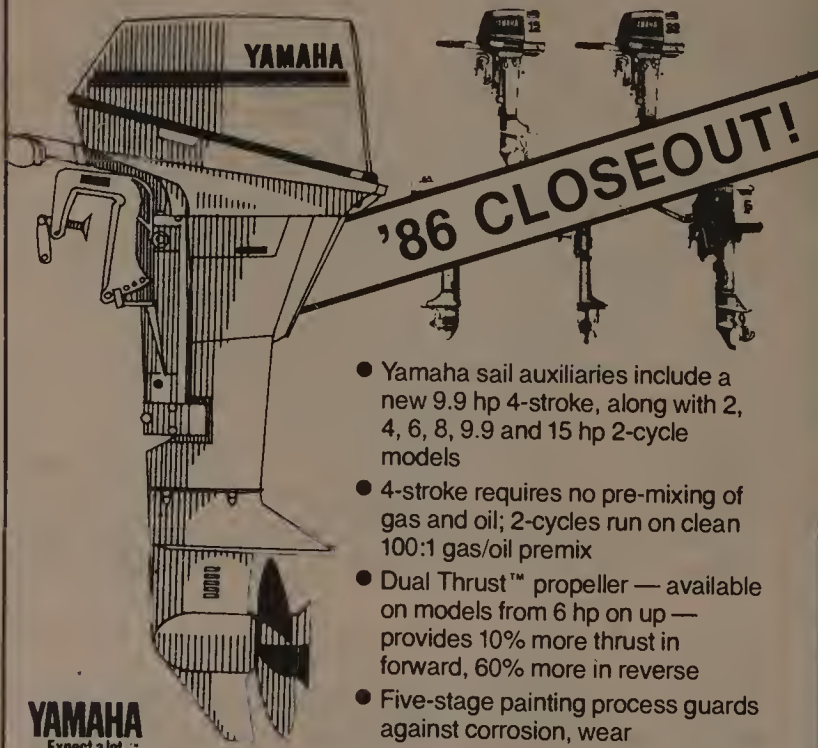


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About the only thing we remember about sailing around Staten Island a few years back is that you better not get in front of any of the Staten Island ferries. Like New York cabbies, they don't stop for nothin' or nobody. We were interested to find out — and you doubtless will be, too — that but for a yacht race, Staten Island might well have been ceded to New Jersey. Seems that back when all this was decided, or in this case, undecided, New York and New Jersey politicians stopped shouting long enough to settle the matter by holding a race around the island, winner take all. That's why, though, Staten Island is actually closer to Jersey, it now belongs to the Big Apple.



More sailing tips from madison avenue  
Paul Andrews of South Lake Tahoe sent us this Casio ad watch for the "what's wrong with this picture" section.

How many errors can you spot?

You get three points if you noticed that the handsome couple is grinding in a jib that hasn't even been hoisted. There's nothing that will get the guy on the halyard more frustrated.

You get seven points if you noticed that they're trimming the sail by looking off the back of the boat. We suppose they're just trying to copy what the folks on nearby boats are doing.

And, you get ten big points if you notice that they're not really grinding the sheet in at all because it's wrapped backwards around the winch.

Add 15 more points if you spotted all three errors and noted that the main halyard needs a little more tension.

While we can't say much for the sailing skills of their models, we can say that Casio makes great sailing watches. Their water resistant alarm chronograph is perfect for casual sailing because it can take endless abuse; its countdown timer and lap stopwatch features make it great for racing. They'll be available all over the place for about \$30 or less.



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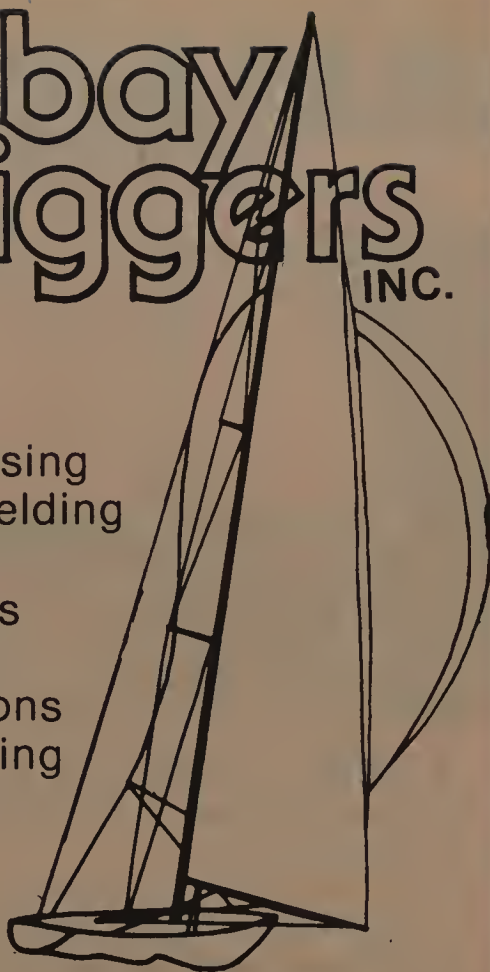
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# LOOSE LIPS



## Merging traffic . . .

While on my way through Sausalito, I was almost hit head-on by the three-wheeled contraption shown here. It was on a port tack headed east on Harbor Drive. Traffic was pulling over everywhere to let it by as Alex Rose and Colin Williams zigzagged their way to the Clipper parking lot for their shakedown cruise.

Alex and Colin call the . . . craft . . . their "classic". It took all of \$6 and 10 hours to construct. The mast and sail are from a Columbia dinghy; the chassis, half boat trailer, half dirt bike, welded together. They suffered two knockdowns before their high-tech 2 X 4 hand-brake broke off, sending the classic on an out of control screaming reach toward the harbor. Fortunately, Alex and Colin, both 16, were able to avoid disaster. The authorities finally asked them to leave for liability reasons.

Their plans? To fix the brake, and install some tail lights . . .

## Two years around the world

If two or three people can pool their money and buy a sailboat, maybe 204 people can pool their money and buy a BIG sailboat. Or two of them.

That seems to be the theory behind World Wide Waves Yacht Club Inc., which hopes to launch two "world-class sailing yachts" on two-year circumnavigations March 30, 1987. Members would each be able to join the boats for five weeks at sea during the two years.

When it's over, members would decide whether to sell the boats, go again, or some other option. The club claims it would be "inexpensive". To find out what that means, write them in care of Etienne Dervieux, 535 W. 51 St., Apt. 7E, New York, NY 10019.

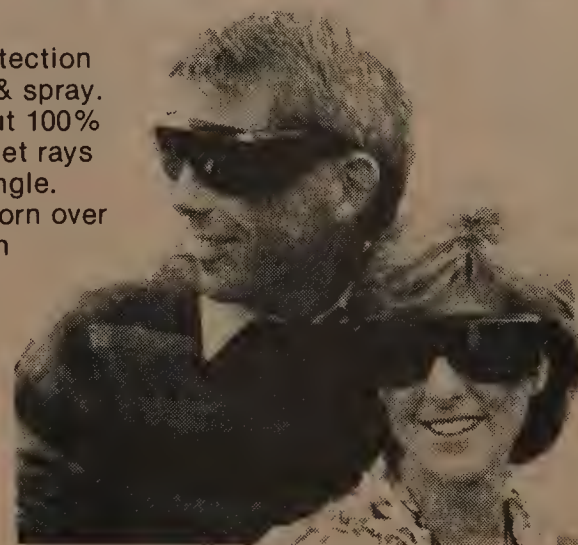
## Festival of the sea.

If you're interested in the maritime history of the Bay, be sure and drop in at Hyde Street Pier's Annual "Festival of the Sea", to be held September 27 from noon to 6 p.m. This celebration of the historical ships and traditions will be highlighted by chantey singers; various displays, films and slides; and demonstrations of caulking, model making, sailmaking (the old way) and the aforementioned donkey engine. Admission is free but, as organizer Mark Hayman says: "donations will be gladly accepted". For information, call 556-290 or 556-6435.

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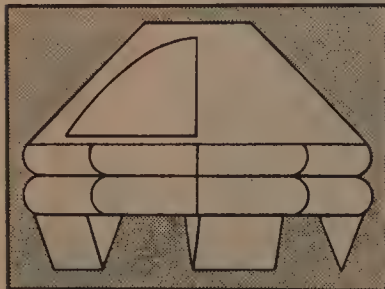
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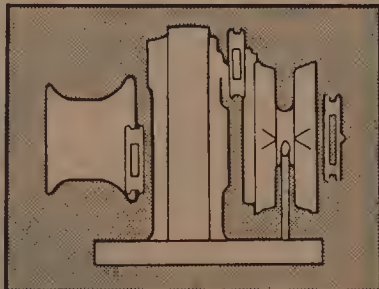


# CRUISERS SPECIAL

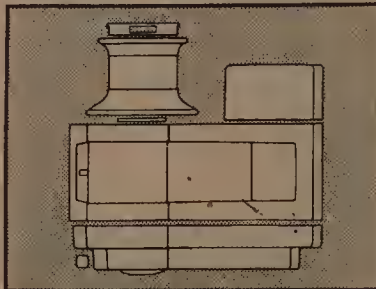
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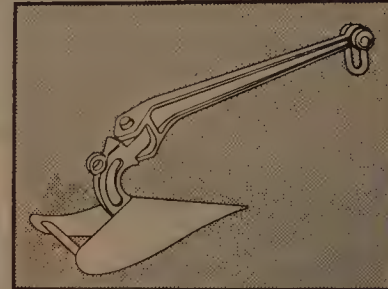
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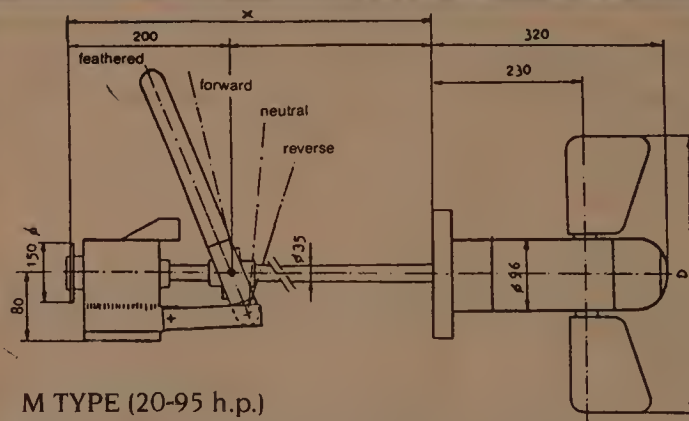
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# LOOSE LIPS

**Humps in the night.**

Renewed interest in the toadfish — the little creature whose nocturnal humming is audible and irritating to houseboat dwellers around the Bay — reminds us of a funny story. Several years back, when we were crewing on a big private yacht in the Mediterranean, there was a sound intermittently audible down below on a still night that sounded for all the world like two lovers locked in the ultimate embrace. Coincidentally, this sound began soon after the addition of an attractive young lady to the crew. Understandably, the two young men on the crew, who had expressed interest in the lady both ended up thinking that she was having carnal knowledge of the other. Not only that, but that they were doing it behind the other's back, and then during the day acting as if nothing was happening — which of course it wasn't. The animosity between the two former friends, who began avoiding each other and the girl whenever possible, ended just short of fisticuffs when all three donned scuba tanks one afternoon to clean the bottom. Only then did they realize that the sound was made by some little animal in the water. They all had a good laugh over that one, and an even bigger one when the redfaced lady told the guys what she had been imagining was going on between her male crewmates!

**Damn the amigos . . .**

"Don't take the Aussies lightly in the America's Cup race," began a recent Herb Caen item. He went on to explain how when a Bay local went sailing in Sydney Harbor, the instructor warned, "If your best friend falls overboard, don't try to save her."

**There's more to life than work.**

That was the conclusion of one businessman after suffering a moderate heart attack back in 1970. He lost weight and exercised to keep his heart fit, and started making plans to rearrange his life's priorities. Part of those plans included staying active in the business world; the other part included following the path of three great sailors; Eric the Red, Captain Cook, and Ferdinand Magellan. He has achieved those goals and in the process remained mentally and physically healthy.

The businessman's name? Thomas J. Watson, Jr., who for 15 years was the Chief Executive of I.B.M. and who later served as Ambassador to Russia.

Is it too late for you to have a similar — perhaps more modest — dream? Not necessarily. Watson says the one thing he learned is that with assistance of modern roller-furling, a healthy man can continue sailing into his 80's. Incidentally, Watson's most recent boat is 60 feet.

It's an interesting story; you can read about it in the September issue of *Yachting*.

**Now we know.**

Last month M. Fiedler Van De Venter of Fairfield wanted to know if we knew who was taking photographs from a helicopter over San Pablo Bay on June 14. We didn't know the answer, but Tom Harrington tells us he does. Tom says the helicopter was chartered by professional photographer Steve Pereria. Apparently Steve's primary mission was to take photos of the boats competing in the Stockton-South Tower Race. But who knows, he might have taken shots of other boats. Find yours by calling Steve at (209) 466-0022.

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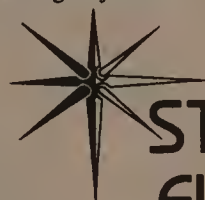
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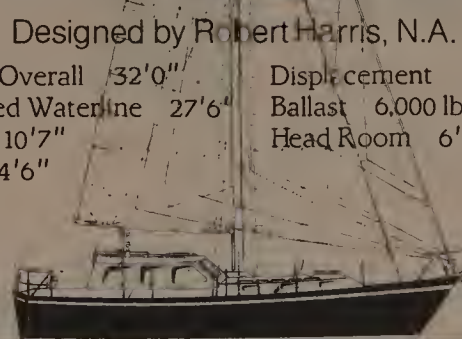
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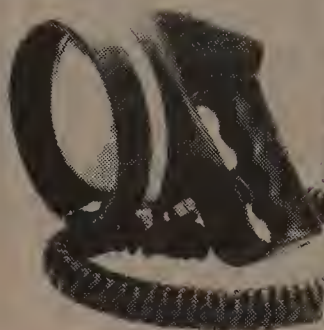
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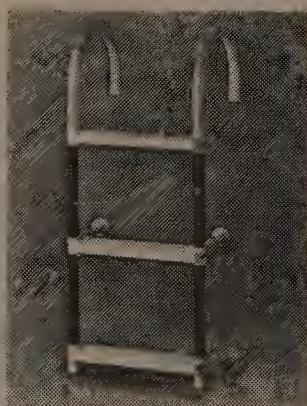
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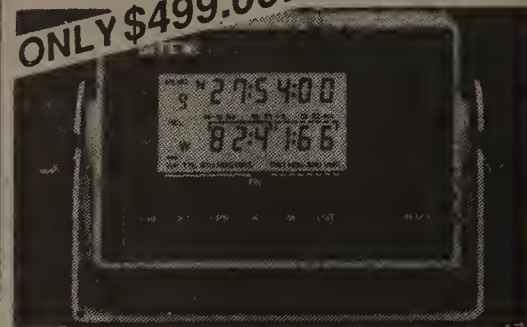
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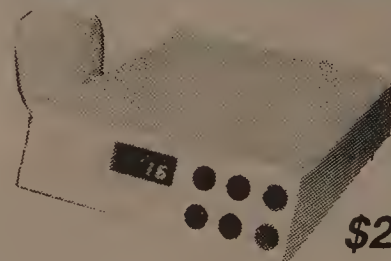


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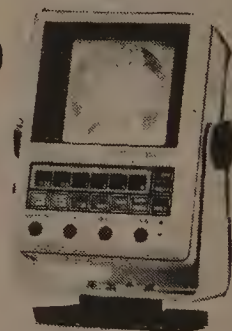
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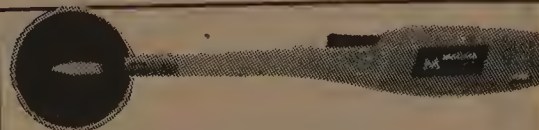
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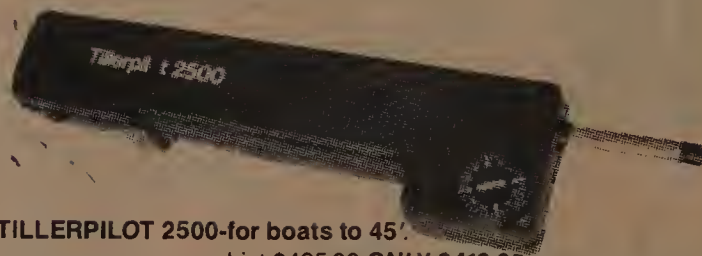


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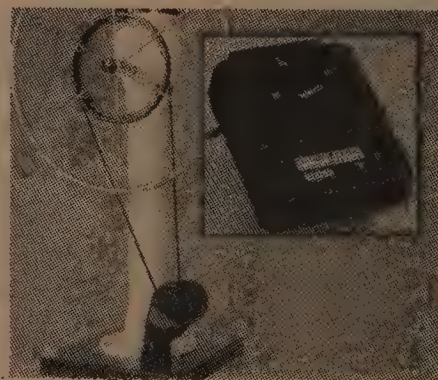
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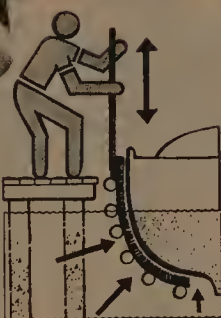
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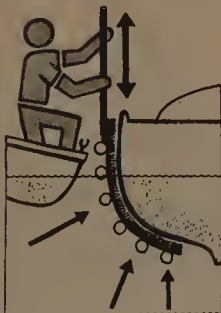
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# SIGHTINGS

## 'dad, your boat sank on us.'

Ed Marez said he had a "really scary feeling of total helplessness" as water filled the 44-foot *Eclipse* so fast that air hissed out of the forward sliding hatch. It sank bow first "like a dart with the spinnaker working like a parachute," Marez said.

Ed said when *Eclipse* left the dock in Santa Cruz with 13 aboard, someone suggested he pick up one more. "I said, 'No, 13 is a lucky number'," Ed said. Some luck. The big Carl Schumacher sled went to the bottom in 86 feet of water about a mile and a half south of the harbor on the afternoon of Sun-



DAN DEVINE

'Eclipse' on San Francisco Bay, right, and under Monterey Bay, above.

day, August 17 during the United Way Regatta. Ed said when it was over, someone took a pen and changed the poster from "Day On The Bay" to "Day Under The Bay".

*Eclipse*, pictured here on a dryer day on San Francisco Bay, looks like a 505 that someone hooked up to a compressor and inflated to 44 feet. It has a big hatch forward on the port side seat of the 22-foot-long cockpit. Ed said the cover just got ripped off its hinges when the boat rounded up during a gybe on a downwind leg in about 15 knots of wind.

"I think I must have buried the bow," Ed said. "We were jumping waves.

"When I saw the hatch, I said 'Oh Jesus'."

As with most boats, when things go wrong, everything goes wrong at once. Ed tried to cover the hatch, but the boat started to capsize. The centerboard was up, which raises the center of gravity, so even the six or seven people who climbed on the keel couldn't right the boat.

"I said there's nothing we can do. It's going to go down."

Ed said the crash boat got there about three minutes after the trouble started and started ferrying people to a Catalina 38 that was in the race.

"Everybody kept cool, except for my cousin, who had only been sailing about three times," Ed said.

The boat belongs to Ed's dad, Archie. "My sister called and said 'Dad, your

cont'd on next sightings page

## bay area

The Bay Area Boat Show is Northern California's biggest in-the-water boat show, and if you've liked it in previous years, you're going to love it this time around. It's bigger and better than ever, and by popular demand has been moved from San Leandro to Marina Village in Alameda. The dates are September 13 to 21.

The Bay Area Boat Show traditionally covers all aspects of boating in Northern California. At this writing, though, the lion's share of the displays will be devoted to sailing. New boats debuting at the show include the Fairweather Mariner 39, Celere 47 and





## boat show

Hans Christian "Christina". Other new — as well as tried and true — designs will be on hand from the following manufacturers: Hinckley, Sabre, Nantucket, Catalina, Hunter, Tartan, Freedom, Henri Wauquiez, CS Yachts, S-2 Yachts, Cape Dory, Express, Slocum, Tayana, Tashiba, MacGregor, Union, Morgan, Hylas, Beneteau, Passport, Liberty, Laguna, Jeanneau, Ericson, Nonsuch, Pearson, Laser, Steel and Amazon Steel Yachts. As the name implies, the latter two are steel yachts. There will be more than 250 boats in all.

cont'd center of next sightings page

## dad, your boat sank — cont'd

boat sank on us.' He didn't believe her, but she said 'Bring us some dry clothes.' "

The next day they chartered Frankie Riberio's fishing boat, used a video depthsounder to spot the *Eclipse* on the bottom, and sent a diver down to take a look.

"It was sitting on its keel and bow, listing to port," Ed said.

The diver rigged a bridle around *Eclipse* and they were able to hoist it enough to tow the boat to shallower water, where some flotation bags brought it to the surface. About 1,000 people lined the jetty as *Eclipse*, its decks awash and the spinnaker wrapped around the backstay, was towed to the hoist at Harbor Marine. Damage to the \$120,000 boat was estimated at about \$20,000, mostly to the electronics.

"It was a rogue wave," Ed said. "It's the sort of thing that can happen to any boat. One big hatch can take in a lot of water."



LATITUDE 38/RICHARD



# SIGHTINGS

## changes coming for richardson bay

Some changes may be made soon in the rules on anchoring in Richardson Bay and Belvedere Cove, but it's like sifting through Bay mud to figure out who is doing what to who.

Sausalito, Tiburon, Belvedere, Mill Valley and Marin County have formed the Richardson Bay Regional Agency with the intention of tightening up restrictions on boaters who drop anchor in Richardson Bay for two hours or two years.

The agency has asked the Coast Guard to remove the "special anchorage" designation from Richardson Bay, making it just part of the Bay, and

cont'd on next sightings page

## bay area boat

As always, augmenting the boat displays will be many planned seminars and special events, as well as booths for every type of boating related product and service imaginable. New this year are "mini sailing lessons" offered through the cooperation of three area sailing schools — Horizons Charter and Yachting Association, Club Nautique and the San Francisco/Sausalito Sailing Club. For \$5, interested novices (it's been found that many of those who attend boat shows





## show — cont'd

are nonsailors interested in learning more) get half an hour of "get acquainted" sailing on the estuary aboard a variety of boats, including a Jeanneau 45.

The show will be open weekdays from noon to 7 p.m. and on weekends from 10 to 7. Tickets are \$5 for adults. (\$1 discount coupons, available from marine stores all around the Bay, will be honored during the week.) Kids under 12 get in free. For more information, call 521-2558.



TIM STAPLETON

## changes coming — cont'd

therefore subject to whatever rules the agency comes up with that don't clash with federal or state law.

Coast Guard Lt. Steven Danscuk says a "notice of proposed rule-making" is being drafted, and after it appears in the Federal Register sometime in September there may be a public hearing. Depending on what response the proposed "rule-making" draws from the public, the agency may or may not get control of Richardson Bay.

The final decision is up to Adm. John Costello, Commander of the Coast Guard's 12th District.

The address to write to in case you would like a public hearing is Commander (m), 12th Coast Guard District, Coast Guard Island, Building 54-B, Alameda CA 94501-5100.

Belvedere Cove, however, is another matter. It is a "general anchorage", and Danscuk says the Coast Guard has no intention of giving up its authority there.

The difference is that in a general anchorage vessels under 65 feet have to display an anchor light at night, but in a special anchorage they don't.

## boat swapping

There are not many friends I would lend my boat to, even for the afternoon, so it may seem strange that I would give it to a perfect stranger for four days. But that is exactly what I did.

Based on that experience, I feel confident boat swapping could become the new rage of the sailing community. What with the high cost of chartering and the time it takes to sail long distances, this seems to be the perfect solution.

I had considered boat swapping before. I'd even run a classified ad to arrange a swap in Puget Sound for the summer. I never received a call. With the World's Fair soon to begin, I suppose everyone was waiting for the big money charters to come in. Then, quite by accident, I came in contact with Steve Booth, a Marina Del Rey teacher and surveyor who called our office to reach the Islander 36 fleet. Being an Islander 36 owner myself, we started comparing notes.

He was calling to locate a boat in San Francisco for a week. In exchange, he was offering the use of his boat in Southern California. I had never been to Catalina, and we struck a deal. We proceeded to exchange photos and surveys of our boats and arrange dates. Everything looked shipshape — until the week of the trade. As it turned out, that week another offer for a trip to the Virgin Islands came up. Now what to do? Well, I held my breath and offered Steve the use of *Misfit* while I was away, if I could use his boat another time. I was happy when he responded with "No problem."

I anxiously returned to my boat after the Virgin Islands to find it in fine shape. Sure, a few things were out of place, but nothing was broken or missing. We had gone over the boat when he arrived and signed an agreement about responsibility in case anything should happen (you know, shit happens!). Thank God, nothing did.

When it came my turn to use his boat I thought, "Now the fun begins. I get to go and use his boat in Catalina while my boat is safely snuggled in its berth." Carefree yachting, right? Wrong. I believe it was Tristan Jones who said, "He takes the ultimate in prudence who sails someone else's boat." This I found to be the absolute truth. The concern I would experience would by far outdo any financial burdens I might incur. Safety was utmost, and I took extra care with each maneuver. By doing so, I managed to leave *Cool Change* in the same condition as its owner left my boat.

I also managed to have a fine time at Catalina, and I learned a lot. It was a real education to sail a sistership to my boat in different conditions. Where my workhorse of a sail is the 110, we used his 170. I don't even own one. I enjoyed comparing rigging and different systems aboard. I loved the dodger; I hated the pressure water system. I loved the vent hatch in the head; I hated

cont'd on next sightings page



## boat swapping — cont'd

the refrigerator. I loved the large wheel; I hated the knotlog that only worked when it wanted to. Come to think of it, I hate that on my boat, too.

Boat swapping — it takes a lot of planning and a lot of courage. But it also offers many opportunities to travel to new places and learn about your favorite type of boat — at a comparative minimum of expense. I thought I might like it; I loved it. I wonder what I might swap next?

— tim stapleton

## coast guard navigational safety workshop

When the fishing boat *Jack Jr.* sunk off of Pt. Reyes after being rammed by the tanker *Golden Gate*, the entire seagoing community — from merchant seaman to fishermen to offshore sailors took notice. So, too, did the Coast Guard.

On August 6, they held a Coast Guard Public Workshop on Navigational Safety and invited all interested parties to share concerns and make proposals for safer offshore transiting.

Commenting were representatives from the shipping and oil companies, including Crowley Maritime, Matson, Chevron, the fishing industry, bar pilots, Oceanic Society, PICYA, Marine Exchange and San Francisco Supervisor Quentin Kopp's office.

There were times when interchanges between different factions were politely tense. Captain Robert Murray of the Marine Exchange Harbor Safety Committee, representing shipping interests, objected to the statement that big ships had a license to kill. "We have licenses," he said, "that we have earned through years of experience and structured examinations. I wish all users of the waterways had to obtain a license."

Murray called on fishing boats to operate sound fog signals when needed and to install radar reflectors. "We want the ability to see and hear the vessels," he said.

Representing the fishermen was Zeke Grader, executive director of the Pacific Coast Federation of Fishermen's Association. He recalled a recent conversation — since the loss of the *Jack Jr.* — with a fisherman who was in a near collision off of Bodega Bay. "The ship refused to come up on the (radio) channel. When they finally did, they refused to give their name. This has got to stop."

Grader was also concerned about the shipping lanes crossing the prime fishing areas, like Point Reyes.

The most elaborate recommendations came from Supervisor Kopp's office. His nine proposals included extending the traffic lanes for ships leaving San Francisco Bay out to nine miles beyond the Golden Gate before they can turn north or south; post decreased visibility watches and make sure all personnel have at least six hours rest for every 24 hours at sea; re-establish the previous international rule that ships have to be able to stop in half the distance of their visibility; impose coastal speed limits when visibility falls below safe operating levels; require that all small craft be equipped with radar reflectors; require quarterly Coast Guard inspections of both U.S. and foreign-flag vessels and to extend required inspection to all vessels regardless of size; require installation of transponders or other automatic warning devices on ocean going craft; increase penalties for ships and their personnel responsible for accidents at sea and to require reporting and logging of accidents and near-misses at sea to the Coast Guard.

Almost everyone who spoke recommended radar reflectors, but it was brought up that the Coast Guard's Vessel Traffic System (VTS) operators had seen 200-ft ships disappear on the radar screen if the waves hit at a certain angle.

"I was on my way to the Farallones," said Oscar Fisher of the Oceanic Society, "and thought everything was ginger peachy. I called an outgoing pilot ship who could see me visually. He couldn't see me on radar. That gave me a rather chilly feeling. Because of the sea scatter, I just disappeared."

After 2½ hours of discussion, Coast Guard Vice Admiral John Costello

cont'd on next sightings page

## the rest

Last month we ran a short *Sightings* item encouraging mariners who must take to liferafts never to give up hope of rescue. As supporting evidence, we mentioned the crews of the *Pride of Baltimore* and *West-1*, most of whom survived extended periods in liferafts and were ultimately saved despite the fact that nobody knew their vessels had been lost.

We're glad to now be able to report that final member of the *West-1* crew has been safely accounted for. He's first mate Thomas Jacobson of Seattle who, instead of boarding a liferaft with the others, decided to set out for land on a 16-ft skiff using parts of a sleeping bag for a sail. Jacobson did make land, but just barely. He scrambled ashore at Niihau, the most leeward of Hawaiian islands. Had he not touched there, it's unlikely he would have survived.

The bad news about the sinking of the *West-1* is that there are signs that something very fishy was going on. The primary indica-





## of the story

tion is that various crewmembers have given somewhat conflicting stories of what was on the boat, why it sank in calm weather, and the about the details surrounding the captain's death.

Further fueling suspicions is the fact that the vessel was apparently way overinsured, and with a policy that was only effective if she became a total loss.

The *West-1* was reportedly on her way to new owners in the Philippines. Was the vessel loaded with arms for pro-Marcos forces? That's the leading theory of one of the first newsmen to interview the liferaft survivors. We may never know whether that's true or not; but, we do know that the Coast Guard has asked the Federal Bureau of Investigation to help them unravel the puzzle.

Be that as it may, our original advice still holds: If you ever find yourself in a liferaft, conserve your energy, remain calm, and never give up hope.

## coast guard workshop — cont'd

who had listened to each presentation very carefully, called for a study on radar reflectors and suggested expanding part of the VTS program offshore.

"We have a simple movement reporting system that has been very successful in the Bay. It is a communications system where you tell us you will be transiting an area at approximately what time," said Costello.

"If you are fishing off of Point Reyes, call the center and tell them where you are. When the center sees a deep draft vessel going up the Traffic Separation System, they can tell him that the fishing boat *Jimmy Jones* is in a particular position. They would call *Jimmy Jones* and say that the S.S. *Never Return* is en route to Yokohama and will pass near by. Then the two can speak with one another.

"I'm prepared to tell my staff to flesh out the physical and legal requirements, since we are dealing with international waters, to do this. But off the top of my head, I think it would work."

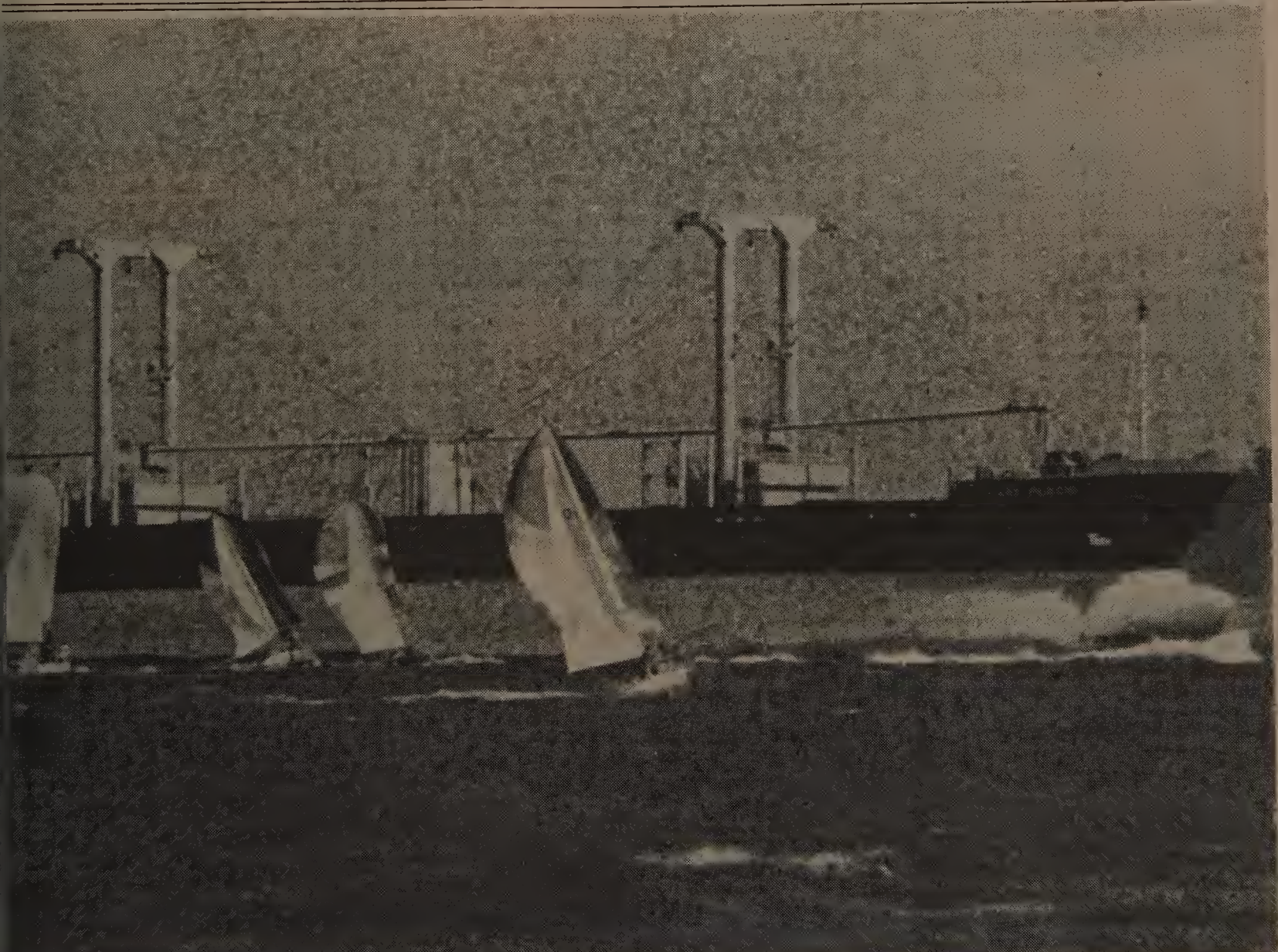
Since the communication system would be voluntary, like the one in the Bay, it would require cooperation of both fishermen and deep draft vessels.

— glenda ganny carroll

## bon voyage

Weapons systems designers must have the most frustrating jobs in the world. Not that we ponder such things routinely, but think about it: The only way you would ever *know* if your missile or bomb or machine gun is better

cont'd on next sightings page



LATITUDE 38/RICHARD



# SIGHTINGS

## bon voyage — cont'd

than theirs is to use them in actual combat.

Boat designers — okay, naval architects — don't have such problems. At this writing, the last of yachting's most top secret weapons are on their way to the final showdown in Perth, Australia, the OK Corral of 12-Meter yacht design. At last count, 17 syndicates with budgets totalling some \$225 million are going to be trying to out-tech each other in this most hotly contested America's Cup ever. And talking about frustration — before this is all over in February, 16 of those 17 naval architects are going to wish they were weapons designers.

Representatives of all the media were on hand to witness the loading of *USA*, the Golden Gate Challenge's "Revolutionary" 12, onto a southbound container ship on August 9. R-1 had arrived earlier in the morning to have her keel covered — some say camouflaged — prior to hoisting. The loading

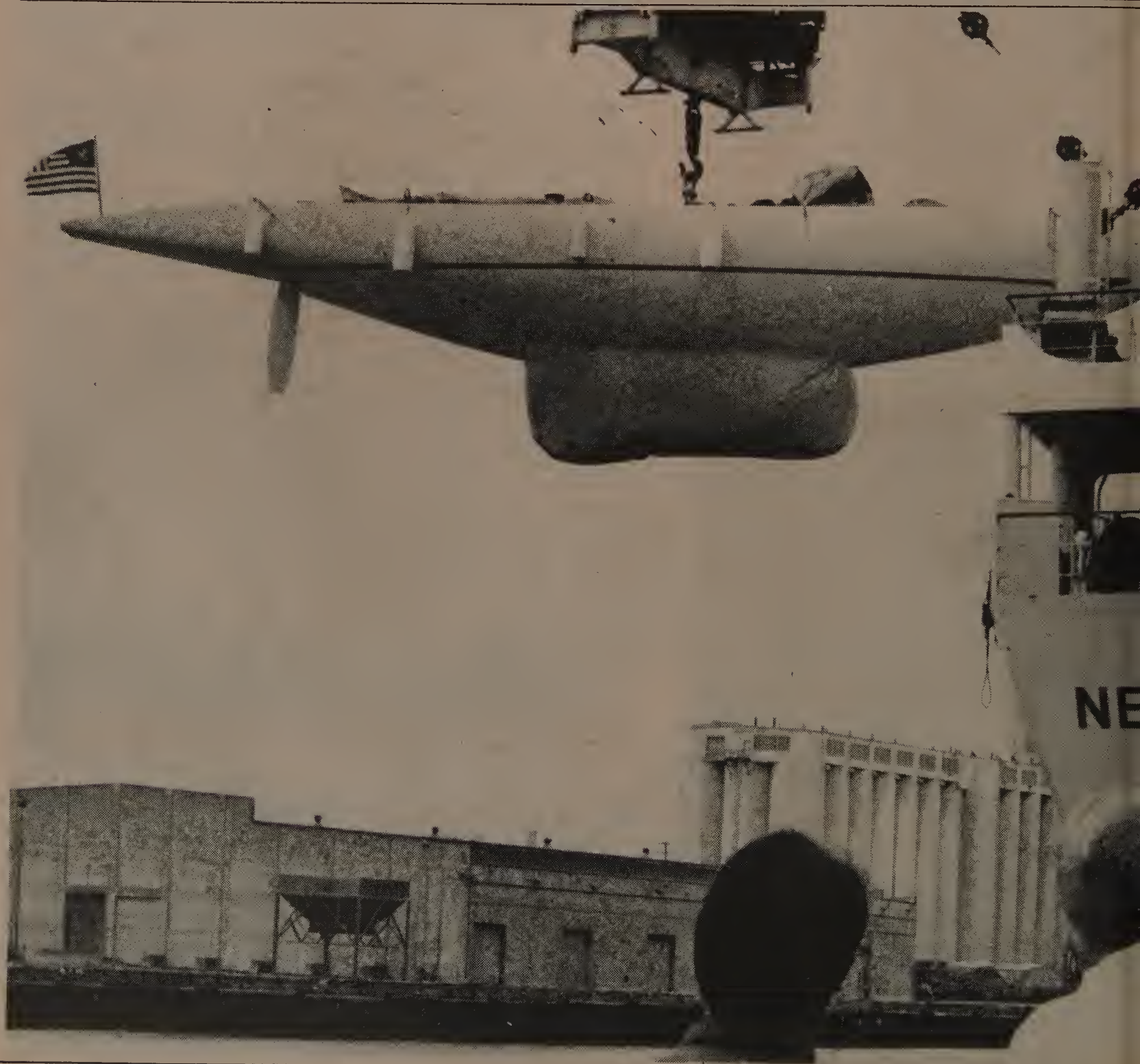
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## now they're coming

If you're thinking about buying a boat this fall, at the show or otherwise, you've got interest on your side.

A spokesman for the National Marine Bankers Association reports that marine lenders are pricing their boat loans at a nine-year low, reflecting the continuing decline in the New York Prime and Treasury Bill interest rates. In other words, things could be a lot worse.

In addition to lower rates, the association reported that more financial institutions than ever are offering boat financing, and many with a greater selection of loan programs





## hat in hand

tailored to consumer's needs. According to William B. Otto, president of the NMBA and a regional manager of Horizon Creditcorp, "It also means that the boatbuyer should plan on being a comparative shopper for the boat loan."

What to look for in a loan in addition to a low rate? Otto suggests loan shoppers scrutinize the 'fine print' in the loan contracts. "Common sense questions should be raised in discussing loan features," he says. "Certain language in the contract means the loan will cost the borrower more over the long

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LATITUDE 38/RICHARD

## bon voyage — cont'd

went pretty much without incident (those guys with those container cranes are good) save for a brief flurry of excitement when one of the tie downs busted and the water-laden cover looked like it might fall off. For a fleeting moment, we could almost hear the evening news. As R-1 swung there coverless in 50 million American living rooms, Uncle Dan would be saying something like, "following the mishap, several members of the syndicate



were rushed to the hospital for observation after suffering apoplectic seizures." . . .

Fortunately, they plopped the boat back in the water and fixed the problem. The Geek kept its secret.

"The Geek" is the nickname crew members have attached to the keel. It might not be all they attached. There was quite a bit of chuckling going on at the St. Francis following renewed speculations based on what newstypes thought they saw under the shroud. We of course have kept mum, knowing that things aren't always what they seem. Said one 12-Meterite, "The Geek doesn't look anything like what they think — or like what they saw."

cont'd on next sightings page



## bon voyage — cont'd

Neither does the front rudder, or more accurately the lack thereof. This one was the baffler for us, especially since one divinely blessed staffer claims to have actually seen it when R-1 bounced over a wave. As you can see from the photo insert at left, however, there is nothing even resembling a provision for any appendage north of the keel. The entire area — indeed, the entire boat — is as smooth and fair and glossy as a new Porsche. Things aren't always what they seem.

R-1 and *Heart of America*, which was loaded alongside the San Francisco 12, arrive down under the first week of September. USA will be met by the crew, who will begin practicing anew as soon as they put the boat together. Tentative plans call for some unofficial sparring with the Eagle syndicate before the actual trials begin. Official Round I matchups were supposed to be announced in mid-August, but they had yet to be decided by the time we went to press.

As we mentioned, eliminations start October 5. Round 1 of these eliminations runs through October 20. Boats are awarded 1 point per win in this round. In Round II, November 2 to 19, boats are awarded 5 points for each win. From December 2 to 19, Round III winners will each earn 12 points.

The Semifinals run from December 28 through January 7. In this best of seven series, the top four scoring boats are whittled to two. The top scoring and fourth place boat do one set of match races, and the second and third scoring boat do the other. The two winners of these races do another best of seven series between January 13 and 23. The winner of that matchup does get to race Australia in the final best of seven, a little thing called the 1987 America's Cup. By the time of the final showdown, the challenger will have

cont'd on next sightings page

## now they're coming

term — including 'points', pre-payment penalty, add-on interest, or 'rule of 78ths loan'. Conversely, avoiding those contractual elements will likely save the borrower money over the term of the loan."

What did we mean when we said there are a greater selection of loan programs now offered to boat-buyers? According to Otto, "Borrowers can choose from a smorgasbord of adjustable rate programs, select terms ranging from a single day to five years; they can 'buy down' the interest rate, build in 'balloons' — literally custom tailor a loan to

## big boat

A number of well-known boats have changed hands in the last few months.

Bill Lee confirms that *Blondie*, which was the first Santa Cruz 70, has been sold. *Blondie* led a three-boat Santa Cruz 70 sweep in last year's Cabo Race and won the big boat division of the 1985 Big Boat Series. Her new owner is Pat Farrah, who owns another renowned downwind sled, the Spencer 62, *Ragtime*.





## hat in hand — cont'd

their financial profile. With current rates and terms, however, the vast majority of recent loan originations have been the standard fixed rate, fixed term instrument which assures the borrower there will be no surprises over the life of the loan."

The National Marine Bankers Association reports that new boat buyers are spending more than ever on their first boat. And why not? With current low financing rates, you get more bang for your buck than just a short while ago.

## deals

In all, five Santa Cruz 70's have been built. *Citius* and *Kathmandu*, like *Blondie*, raced the last TransPac, the Cabo, and other events. Hulls #4 and #5 were completed earlier this year and shipped to their new homes, specifically Marblehead and Chicago.

Also recently sold was Nolan Bushnell's San Francisco-based *Holland 67*, *Charley*.

cont'd center of next sightings page

## bon voyage — cont'd

competed in some 53 elimination races.

Although we plan to keep you as up to date as possible on what's happening down under, for a really well-rounded perspective (if there is such a thing), be sure and tune into the ESPN coverage. We've seen a few of these and they are really well done. Coverage started June 29 and will run through the conclusion of the Cup races in February. Here's the schedule in full:

*Every other Wednesday at 8 p.m. through September 24* — Half-hour profiles of each of the American syndicates vying for the Cup. The two remaining by the time you read this are *Courageous* (Sept. 10) and *America II* (Sept. 24).

*Sundays at 7 p.m. through September 28* — Hour-long documentaries providing a historical perspective on this longest running sporting event in history, from the first bout in 1851 to the 1983 debacle.

*October 5, 7 p.m.* — A one-hour preview of the Challengers and Defenders. Thirteen syndicates from six countries will vie to challenge; four Australian syndicates will battle for the right to defend.

*Wednesdays at 8 p.m. from October 8 through January 7* — Half-hour or hour-long programs highlighting race action and breaking stories.

*Monday, January 12 at 8 p.m.* — The beginning of at least three nights of live coverage of the challengers' final rounds.

*America's Cup Coverage* — The coverage of the best of seven series will begin with an hour-long preview show on Wednesday, January 28 at 7 p.m. On Friday, January 30 at 8 p.m., live coverage of each race commences. Each race is scheduled to begin at 9 p.m. Pacific Time. Fremantle is 13 hours ahead of the U.S. Eastern time zone.

The above times are all derived from Eastern Daylight Time. Be sure to check your local listings to make sure of the hour.

## monterey bay boatworks

Tucked in behind the breakwater at Monterey, between the Coast Guard wharf and the old Fisherman wharf, lies a brand new marina called Monterey Bay Boatworks. The completion of the 66 berths a month ago relieved at least some of the crunch in the area. Many boat owners have waited 10 years for a berth at one of the other three marinas around Monterey Bay: Santa Cruz, Moss Landing and Monterey. As we go to press in late August, there are only five 50-ft berths and four 20-ft berths left.

When the rest of it is finished, the beautifully designed marina will have 200 feet of guest dock, showers and restrooms, haulout and launch facilities, outside boat storage and a shop for shipwrights and other marine tradesmen. There will also be space for a yacht brokerage, chandlery and restaurant. But back to the docks. To help with security, there will be one liveaboard boat per dock, all slips will have water and electricity and parking will be available for 60 percent of berthers. The slips go for \$6.50 a foot. (Like Monterey Harbor, they will also be subject to a tax levied by the City of Monterey. This works out to about \$1.60 per foot per year, or around \$48 a year for a 30-ft boat.)

The new marina is the brainchild of Mike Maiorana, and he is a proud papa. "As a child, I played till dark in this harbor," he says. "In fact, this particular spot was my favorite playground." When he got older, he worked many long hours with his father on their Monterey Clipper *The Duke*, seining for sardines during Cannery Row's heyday. It wasn't until a dozen years ago, though, when the salmon, albacore and squid were flourishing, that Mike conceived the idea for the new marina.

"With the commercial fleet expanding I felt it was a tragedy that there was no haulout at Monterey. I started out planning the development of the Boatworks to help the fishermen. I guess it was my loyalty to my Sicilian heritage that's led me to what I think has been my destiny all along: to create a beautiful marina."

Opening Day at the Monterey Bay Boatworks has not yet been announced. For more information, call (408) 373-7858.

— lyn hayes



LATITUDE 38/RICHARD



## if you drink, don't float

If you thought icebergs and big tankers were the biggest dangers afloat, consider the drunken boater.

What's the difference between drunken driving on the road and drunken driving on the water? Not much, we think.



Not only does this bozo mix good beer (port side tank) with questionable beer (on the other side), but he runs the risk of damaging his boat, other boats, and other boaters.

A t-bone collision could ruin a whole afternoon, and, starting next January 1, drunken boaters could end up in the slammer, just like drunken motorists.

On July 24 Gov. Deukmejian signed SB 1484 by Sen. John Seymour, R-Anaheim, which creates the same .10 percent blood alcohol standards for boat drivers that are now in effect for car drivers.

The bill went through some intense lobbying, by the American Civil Liberties Union and the Recreational Boaters of California, among others. In early Legislative committee hearings, language was dropped from the bill that would have required chemical testing of suspected drunken operators of sailboats and other non-motorized boats.

That doesn't mean that it's legal to sail sloshed. Other laws prohibit it. But this law was aimed at motorboaters, especially after some legislators said they didn't want to spoil the fun of rafting down the nearby Sacramento River with a six-pac in tow.

"Legislators felt the big problem is motor boats, especially powerful ski boats," said David Johnson, legislative coordinator with the state Department of Boating and Waterways. "They wanted to clamp down a little bit."

The law prohibits operation of "any mechanically-propelled vessel or the use of any water skis or aquaplane" by anyone with a blood-alcohol content of .10 percent or more and authorizes police to ask suspects to take blood, breath or urine tests.

Refusal to take the test "may be used as evidence in court," and you know what that means.

## big boat

The boat's greatest success came in the 1983 TransPac, when she took first-to-finish honors. A big showdown had been expected in that race between her and the first Nelson/Marek 68, *Saga*, but the latter broke her rudder very early in the race and had to drop out.

*Charley* gained substantial notoriety after the '83 TransPac when her keel inexplicably fell off during the intended delivery back to California.

The big baby blue sled — which just completed the Pacific Cup Race — is currently in Honolulu. She'll soon be disassembled and shipped to her new home in Hong Kong. As of now she's the odds-on favorite to win the final race in next year's China Sea Series, the 650-mile Hong Kong to Manila Race.

The only new big sled we know being built in California is a 70 rater by Nelson/Marek for Roy Disney. According to Bruce Nelson, who didn't want to be too specific, the boat will be close to 70 feet long and will displace in the range of 25,000 pounds. Typical maxi-sled parameters. The difference from

## aren't we sailors

All of us would like to believe that the world is becoming more civilized all the time. But if becoming more civilized means being less destructive, there's not much evidence to support such an optimistic view of life. The only exception, of course, would be in the world of sailing.

What do we mean? Well consider what happens these days when a boatowner passes on. What becomes of his boat? His estate sells it, often to a member of the following generation, and it gets used all over again. How perfectly sensible. Yet it hasn't always been that way.

Around the turn of the century, yachting was the preserve of the very wealthy. And if there's one thing Old Money doesn't care for, it's members of the lesser classes mucking around with their once cherished but now discarded possessions. Thus it was not uncommon for a boatowner approaching the final reward to have his beloved yacht scuttled or make provisions for that result in his will. The sentiment was wonderful, but unnecessarily destructive and therefore only relatively civilized.

Of course if we're looking for gratuitous destruction of the first order, we only need harken back to the 10th century Vikings who took up residence along the Volga River. Reporter Ibn Fadlan, no doubt on assignment for some Arabic yachting publication, observed the following ceremonies whenever a Viking skipper kicked the bucket:



## deals — cont'd

the Nelson/Marek 68's? "She'll be a little longer, a little beamier, a little stiffer, but have about the same amount of sail area," says Nelson.

The new boat is now being constructed at John Heinemann's new Hi-Tech Boats location in Huntington Beach. The boat is expected to be ready in time for November's Los Angeles to Cabo San Lucas Race and, of course, the TransPac to Honolulu next July.

Although not a big sled, another noteworthy boat recently sold was Randy Short's Belvedere-based *Sidewinder*. According to Steve Taft, who was aboard her during many of her successes, including a fleet victory in the 1984 Clipper Cup Around the State Race, Short knew he'd never sell the boat unless he got the boat and crew ready and paid the entry fee for the recently completed Kenwood Cup. He did all those things and — bingo! A buyer appeared from Mexico. The Reichel-Pugh design's new home will be sunny Acapulco.

## wonderful?

First off all the skipper's property — except his yacht — was divided into thirds. Quite reasonably, one third of it went to his surviving family and two-thirds went to cover the expenses of his final *bon voyage* party.

Two-thirds of his estate to a farewell party at first might seem excessive, but these were no beer and chips goodbyes. Not by a long shot. You see, they would start out when one of the young female slaves would graciously "volunteer" (Fadlan's word) to be the centerpiece of the affair. Basically, she got smashed on *nabid*, after which she was taken into the dead viking's tent and ravaged in an orgy featuring six lesser chieftans. This was certainly the best part of being a 'volunteer', because right after that she was ceremonially choked to death and stabbed in the chest.

That ended the goodbye party, so all that remained was to put the body of the deceased viking and the volunteer into the viking's ship and set the whole darn thing ablaze. Talk about senseless destruction! Talk about being uncivilized! We'd planned to go back a little further to see what had been done with the yachts of the deceased of earlier eras, but having seen the trend of things we decided to pass on sepulchral ships.

So while we're probably all in agreement that this world's wobbling terribly close toward perdition, we sailors can hold our heads up high, the cheerful exceptions on an otherwise darkening planet.

## marina fire hazard

Remember about 15 years ago when the Ohio's Cuyahoga River was so polluted that it actually caught on fire? Sure you do, it made everybody's 'dubious distinction' list.

We hate to be the bearers of bad news, but as you can see from the accompanying photograph, it's likely that the next bit of water to become a raging



LATITUDE 38/RICHARD

inferno is a marina. Specifically, the Ala Wai yacht harbor in Honolulu.

Now we're not saying that all the Ala Wai is dirty; in fact most of it is quite clean and supports a substantial fish population. It's just that most of the trash collects in this little corner across the street from the Ilikai Hotel. Nor are we saying that the primary source of the combustibles-to-be are boatowners. The truth of the matter is that most of it floats down the Ala Wai canal before working its way over to this one stagnant spot.

All we're saying is that the guys who own this wooden powerboat better keep their fire insurance premiums paid up.



## 'can we go on the swings now?'

Kids might get bored sliding on it, but there must be some good use for a 12-Meter winged keel that no one needs any more.

The one these kids are rapidly losing interest in (just like everybody else) is the once top-secret appendage attached to the Golden Gate Challenge's E-1, the first USA. All the attention and speculation now centers on what the even more secret keel under her younger sister looks like. But now that R-1 has gone to Australia, the question on no doubt everyone's mind is what to do with E-1? The boat has obviously served its purpose as a crew trainer and sparring partner. Now it's about as relevant to world class racing as a float

cont'd on next sightings page

## another late

Remember last month when we told you about the Polish sailboat that arrived July 8 for the July 4 celebration in New York Harbor?

Well, a second Polish sailboat has arrived for the celebration — a month and a half late. When the 44-foot sloop *Gaudeamus* radioed the Coast Guard requesting anchorage August 12, Petty Officer Randy Midgett said "You've got to be joking."

But they weren't, and neither are we.





## polish boat

Captain Marek Hermach explained, "Very not good weather. All the time the direction of the wind was west. Then no wind."

The crew reportedly spent the time singing and writing letters home.

When the boat cleared customs, the Coasties went aboard with cases of Coke and Sprite. The Polish sailors got out their guitars and spiked the Sprite with vodka.

Mixing vodka and Sprite is probably enough to make anybody late.



LATITUDE 38/RICHARD

## can we go on the swings — cont'd

from last year's homecoming parade.

Funny you should ask. It just so happens that we've been kicking around a few possibilities here at the office. As part of our ongoing public service, we offer the following suggestions: picnic table, ice sculpture mold for the St. Francis; object d'art for the front steps of City Hall; low-tech plow; Arnold Schwarzenegger envelope opener; bus stop shelter; anchor for YRA mark.

Any other ideas?

## sailing at davis?

Interest in professional nautical science courses at the University of California at Davis continues to mount. Boaters and sailors are setting courses from marinas as far east as Lake Tahoe and as far west as Berkeley to sit at the navigation tables at UCD! There is an obvious resurgence toward excellence afloat, and we at the university are proud to be a part of it.

Intriguing letters are being received from sailors who just a few months ago took their first courses in celestial navigation at UCD — sailors just like you and me. Almost anyone can learn inshore and ocean navigation at UC Davis!

Here are the courses offered this fall while boats are being hauled out and laid up for the winter:

- For sailors and boaters who wonder at the power and might of the waves and weather, who sense the need for knowledge and skills required to interpret and to forecast the weather and to survive the big blow off shore, we offer Coastal and Offshore Weather For Boaters and Sailors. It's ten weekly sessions, beginning Wednesday, September 24 at 6 p.m. on campus.

- For those with a compelling desire to develop professional navigational skills and knowledge useful for California coastal waters and San Francisco Bay inshore waterways, here is your course: *Coastal Navigation and Piloting*. Again, it's ten weekly sessions, but beginning Tuesday, September 23 at 6 p.m. on campus. This course brings to life exotic methods including how to navigate in the fog, how to use the marine sextant when piloting in sight of land, how to easily solve the sailing triangle, how to determine tides and currents, and much more.

Both courses are presented by a seasoned mariner with extensive trans-oceanic experience, a learning facilitator with a lifetime of action at sea, a teacher who brings both the practical applications of navigation and the essential theoretical concepts to focus in meaningful ways in the classroom. The learning experience at UCD is fun and scholarly at the same time.

To register, give Dottie Moore a call (916) 742-3098. For course details, talk with Macey Casebeer (916) 756-3152.

— macey casebeer

## sail one boat to build another

If you were going to blow the afternoon of September 13 trying to cut the lawn with that damn mower that probably won't start again, here's something that sounds like more fun:

The folks who charter the *Kialoa II* have donated it for an afternoon sail to raise money for the Galilee Project, an attempt to build a two-thirds replica of the brigantine that gave its name to Sausalito's Galilee Harbor.

For \$20 you can sail from 2 p.m. to 6 p.m. aboard the 73-foot former world-class racer that was campaigned by Jim Kilroy in numerous TransPacs and other races. When launched in 1964 the *Kialoa II* was the largest aluminum sailboat ever built in the U.S.

The *Galilee* was built in Benicia in 1891. On her maiden voyage she broke the record by sailing home from Tahiti in 22½ days. Her stern has been preserved but her skeletal timbers are still stuck in the mud out in Galilee Harbor.

If you're interested in sailing the *Kialoa II* to help build another *Galilee*, call (415) 331-1282. It's either that or the mower.



mexico crew list

If Bruce Brown ever wanted to do a sailing version of "The Endless Summer", you know where we bet he'd find the perfect combination of wind, water, climate and natural beauty? That's right: Mexico. It's also inexpensive, friendly and not a fraction of the distance you'd have to go to surf the perfect waves at Cape St. Francis.

You say you have the time but no boat or way to get down there? Others of you have wanted to do the trip for several years on your boat but could never find crew? Well, both of you have come to the right place. Our annual Mexico Crew List and Cruising Kick-Off Party are right around the corner.

Before we get into the good stuff, though, we have to do this darn disclaimer trip for the umpteenth million time. We're not going to go through



I NEED CREW IN MEXICO

NAME: \_\_\_\_\_ SEX: \_\_\_\_\_ BOAT TYPE: \_\_\_\_\_

AGE: \_\_\_\_\_ PHONE/ADDRESS: \_\_\_\_\_

1. For the trip down.

2. Gunkholing near towns.

3. Gunkholing in the boonies.

4. For the passage across Gulf.

5. For a Mexico race.

6. For the Sea of Cortez Race Week.

7. For the return trip back to the States.

8. Other: \_\_\_\_\_

MY EXPERIENCE IS:

1. Bay.

2. Long coastal.

3. Long ocean passage.

4. Foreign cruising.

5. Other: \_\_\_\_\_

I AM LOOKING FOR:

1. Skilled sailing and navigational skills.

2. Mechanical skills.

3. Cooking and cleaning skills.

4. Female (a) / Male (b) companionship on the cruise.

5. Someone to share expenses/charter my boat.

6. Someone to help bring the boat back.

the whole rigamarole again about all the distasteful things that could befall you as a result of using this list. You can only write that stuff so many ways before you begin scaring yourself. We will say that 99 percent of those who sail are the most friendly, intelligent and well-adjusted people on the planet. However, since our pockets are not deep enough to handle the other one percent, we must all agree that *Latitude 38* presents its Cruising Kick-Off party and Mexico Crew List Advertising Supplement for informational purposes only. We do not make or imply any warranty, guarantee or recommendation in regard to the character of the people who participate in the Crew List Advertising Supplement or Cruising Kick-Off Party, the boats such people might have or that you might sail on, or what might happen to you while sailing on the Bay or ocean.

Now down to business. What you need to do, if you have not already, is fill out the appropriate one of the two forms presented here. One form per

cont'd on next sightings page

slow boat

While the Tall Ships were parading in New York Harbor on the Fourth of July to celebrate the days of commercial shipping under sail, the 130-foot *Edna* was still out there doing it.

Carrying 10 tons of black tea from Shanghai, the 1916 Dutch-built topsail ketch arrived in Vancouver July 20 after a 43-day passage.

The *Edna* is the first cargo sailing vessel from the Western Hemisphere allowed to enter Shanghai in 50 years.

After sailing in the Expo 86 tall ships parade and unloading the tea in Port Angeles, *Edna* sailed into San Francisco Bay in July. After some work at Sanford Wood Boat Yard in Richmond, she was expected to return to the Far East.

Some may remember seeing the dark-hulled *Edna* sailing San Francisco Bay last summer before beginning the voyage in September 1985. *Edna* had been carrying cargo all over the world when Steve Lee, president of the Stash Tea Co., decided to have his tea shipped "in the traditional manner".

Mary Crowley, director of Ocean Voyages, Inc., in Sausalito, put Lee in touch with the *Edna*. It took several weeks of letters, phone calls and telexes, plus a trip by





## from china

Mary to Hong Kong, before the Chinese government approved the shipment.

Sailing 8,000 miles to Vancouver isn't the cheapest or fastest way to ship tea. "A modern container ship would have been twice as fast," Mary said, and the slow boat to China cost \$2,500 more. But Lee, an avid sailor, plans to use the *Edna* again.

"The voyage of the *Edna* is a demonstration of the ecological soundness of cargo by sail, which might encourage the development of modern wind-powered commercial sailing vessels," he said.

Owner and skipper Brad Ives said the crossing, while slow by modern shipping standards, was pretty fast for a traditional ship with an iron hull.

"We had headwinds at the very beginning, so I chose to stop in Japan for a couple of days. Otherwise, we had fair winds — from the northwest for a couple of weeks and then from the southwest for the last two weeks."

Ives said they sailed about 85 percent of the time, making 4 to 8 knots under sail and 6 under power. In addition to Ives, the crew consisted of three men, one woman, Ives' two children aged 8 and 11, and the family beagle, Charlie Brown.

— *terese pencak schwartz*

## mexico crew list — cont'd

person, please. If you need more forms, either xerox them off or simply answer the questions on a blank sheet of paper. (Women may use first names only if they so desire.) Send the completed questionnaire along with \$5 to Mexico Crew List, c/o Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Don't procrastinate, though. We have to receive the forms no later than September 10 to get your name in the October issue.

Once the list is published, don't be bashful. Call some of the people who seem to offer what you're looking for. (Sage advice: sailing invigorates the hormones, so try to determine exactly what your shipmate(s) are looking for

**I WANT TO CREW IN MEXICO**

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE/ADDRESS: \_\_\_\_\_

\_\_\_\_\_ 1. For the trip down.

\_\_\_\_\_ 2. Gunkholing near towns.

\_\_\_\_\_ 3. Gunkholing in the boonies.

\_\_\_\_\_ 4. For the passage across Gulf.

\_\_\_\_\_ 5. For a Mexico race.

\_\_\_\_\_ 6. For the Sea of Cortez Race Week.

\_\_\_\_\_ 7. For the return trip back to the States.

\_\_\_\_\_ 8. Other: \_\_\_\_\_

**MY EXPERIENCE IS:**

\_\_\_\_\_ 1. None.

\_\_\_\_\_ 2. Bay.

\_\_\_\_\_ 3. Long coastal.

\_\_\_\_\_ 4. Long ocean passage.

\_\_\_\_\_ 5. Foreign cruising.

\_\_\_\_\_ 6. Other: \_\_\_\_\_

**I CAN OFFER:**

\_\_\_\_\_ 1. Skilled sailing and navigation skills.

\_\_\_\_\_ 2. Mechanical skills.

\_\_\_\_\_ 3. Cooking and cleaning skills.

\_\_\_\_\_ 4. Cash to help with expenses.

\_\_\_\_\_ 5. Female (a) / Male (b) companionship on the cruise.

in the personal relationship department before you sail off into the sunset.)

If you hook up with someone, great! If you don't, or you'd like to meet your person on neutral ground, plan on attending our Cruising Kick-Off Party on October 2, from 6 to 9:30 p.m. at the Sausalito Cruising Club (Foot of Napa Street, next to Cass' Marina). Everyone bound for Mexico is welcome.

As in previous years, we will supply chips and our world famous guacamole dip. As in previous years, it won't last long so get there early if you want some. The same goes for visors and t-shirts. We only have so many and it's first come, first serve.

One more thing, and this is new: We invite those of you who have cruised Mexico before to bring your ten best slides for the "Here's what it's like" part of the show. We also extend a particular welcome to out-of-the-area sailors interested in attending, especially you Northerners. But be warned: the land of Manana may spoil you for Seattle forever.

See you there!



# MULTIPLE

## What kind of so

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Nautique listed above. Additionally, your yacht is professionally managed and maintained so all of your sailing time is spent sailing, not working on the boat. By matching your ownership percentage to your anticipated usage, you avoid paying for a yacht that spends its time sitting in the slip.

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|                     |    |     |        |
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| 27 Catalina         | OB | S   | 12,950 |
| 27 Coronado         | SD | S   | 10,950 |
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|                     |    |   |        |                 |
|---------------------|----|---|--------|-----------------|
| 27 Ericson          | SD | S | 17,995 | 30 Pearson      |
| 27 Ericson          | SG | S | 22,900 | 30 Pearson 303  |
| 27 Ericson          | SG | S | 19,750 | 32 Ericson      |
| 27 Newport          | SG | S | 14,950 | 32 Fuji         |
| 27 O'Day            | SG | S | 20,995 | 32 Jeanneau     |
| 28 Ericson          | SD | S | 39,500 | 32 Pearson 323  |
| 28 Lancer w/Trailer | OB | S | 16,495 | 32 Pearson 323  |
| 28 Pearson          | SG | S | 22,100 | 32 Pearson 323  |
| 29 Cal              | SG | S | 20,900 | 34 C&C          |
| 28 Spirit           | SD | S | 28,950 | 34 Pearson      |
| 29 Columbia         | SG | S | 16,950 | 35 C&C          |
| 29 Ericson          | SG | S | 23,950 | 35 LeComte/Holl |
| 29 Ranger           | SG | S | 23,500 | 36 Pearson 365  |
| 29 Seafarer         | OB | S | 13,950 | 36 Pearson      |
| 30 Ericson          | SD | S | 46,950 | 36 S2           |
| 30 Ericson          | SD | S | 46,950 | 37 Pearson      |



# CHOICE

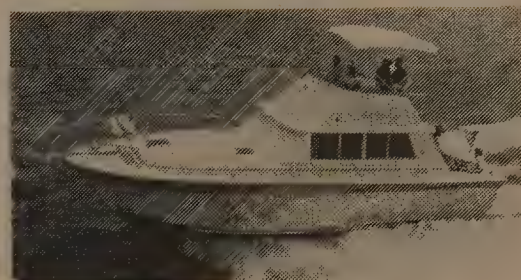
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Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_ Best time to call \_\_\_\_\_

L38-0986



# SIGHTINGS

## who's got a question?

Why are mainsails smaller than jibs now, while in the past the reverse was true? What factors control the speed of your boat? Why does the wind always blow from the front of the boat?

These and other important questions about sailing and weather will be answered Monday, September 8, by the bright people at the Exploratorium in an evening put on by the San Francisco Bay Chapter of the Oceanic Society.

It will begin at 6:30 p.m. with an open house and reception at the Exploratorium, Marina Boulevard at Lyon Street, San Francisco. The program will start at 7:15. Admission is \$2, but free to society members.

For more information call the society at 441-5970.

## now all they need

The J/24 *Sowick* cited has qualified for the world championships to be held in Newport, Rhode Island in September, but Helmar Sowick of Oakland and his crew may not go because their potential sponsors have already been used up by the Golden Gate Challenge.

Sowick says they are "rapidly becoming a casualty of the Golden Gate Challenge America's Cup effort," and have asked for help in finding a sponsor.





## is money

Sowickcited has won seven series since spring 1985, and captured the right to represent the Bay Area's large fleet of J/24s in the nationals by winning the world qualifier series hosted by the St. Francis May 31-June 1.

Sowick figures it will cost about \$12,000 to take the crew and boat to Newport. Anyone willing to help out can contact him at 530-5961 or 768-9254.



LATITUDE 38/RICHARD

## the right answer is in here somewhere

Our mailman got a hernia. And it's your fault, all of you folks who responded to our plea for an explanation of 'Down East'.

You may recall that it all started in the June issue when we asked to be straightened out on a bit of bi-coastal confusion. The way we put it was: "When we look at a map of Maine, we can fully understand people being able to go 'Down West'. Or even go 'Up East'. But this 'Down East' stuff is way beyond our mental capacity. Can you readers help?"

Well, the response was overwhelming, and it started early. In fact, it was only three hours after the first bundle of 38's left the printer that John Conway of San Francisco — and formerly Maine — phoned. And he was no slouch when it came to explanations, having three of them all ready.

But of all the responses we got, we thought the following one from Marco Solo of 'Somewhere in Mexico' was the best:

"I had often wondered where the term 'Down East' came from myself. A friend and I were getting burned-out working on fiberglass boats, so we decided to hitch-hike to the east coast and work on wooden boats for a change.

We found jobs in a small custom boat shop in Camden, Maine. My first job in the morning was to light the shop's wood-burning heaters. Even though it was April there was still snow on the ground. I was telling some of my co-workers, who were warming themselves by the fire, about the time I cruised Baja aboard a Down East 32 and how warm Mexico was in April. All conversation suddenly stopped and I felt the temperature drop 10 degrees. One of the older carpenters leveled a cold grey eye at me and set me straight on what a true 'Down Easter' was.

A millenium ago in the days of sail, when a vessel sailed from anywhere along the east coast to Maine, they sailed down wind and to the east, hence the term 'Down East'. Vessels and sailors hailing from those shores became known as a 'Down Easter'.

Down Easters were also well-known for the quality ships they built. Maine's abundant forest supplied the materials needed for shipbuilding. Even today Maine's major industry is its shipyard. Maine's coast is dotted with several small custom yacht builders like the one I was working for. The carpentry and ingenuity in these boats is some of the finest I've ever seen. I can understand how this proud group of boat builders felt a little insulted by a company building plastic boats on the west coast using 'Down East' for their name.

The shop was beginning to warm up so I excused myself and prepared for work. We were going to fiberglass over the plywood decks of a cabin cruiser. Sometimes you can't win.

If by chance I should win the t-shirt, I'd like to donate it to the Relief Fund for Rock Stars.

*Marco Solo  
Somewhere in Mexico*

Joseph Odom of San Anselmo confirms that explanation, and asserts his authority by saying, "As a graduate of Maine Maritime Academy '74 and professional captain on that blessed coast for a number of years, I know of what I speak."

Ralph Hatch, who lives aboard in Richmond but is looking for a first mate to go down south (up North?) this winter, is another who stands behind Marco Solo's explanation. Hatch's family was born "down" Maine in 1892, but he still called his brother back in Maine just to be positive.

But then we like Ted Morgan's response, too:

"You're trying too hard!! What you have to understand is that the State of Mainers — usually called Mainiacs — are tremendously understated, frighteningly literal and rarely esoteric.

"The prevailing summer wind is south by southwest. Anyone who has slogged their way back "up" hill from Bar Harbor (pronounced BAH-HAHBAH) to the Massachusetts line will understand going "Down" to Maine

cont'd on next sightings page



# SIGHTINGS

## the right answer — cont'd

(contrasted to going down *in* Maine, which is a different story). Also, once you pass Bar Harbor, it's almost due East to the Canadian border."

Henry Andrews of Pinole drew a local similarity:

"Sailors in the Boston area refer to going 'Down East' because one only had to sail downwind from Boston to Maine. It's very similar to those of us in the Bay Area going to the Delta; with the prevailing westerlies — we too go 'Down East'."

Just a minute there, Henry! We've heard hundreds of Northern California sailors say they're going 'Up River', which makes usually good sense for the west coast, but never that they're going 'Down East' to Walnut Grove or Terminus.

A San Francisco resident, who prefers to be known in print as Perigee Springs, had a little different answer to our question:

"In England it has been an age-old custom to speak of going 'up' to London, the metropolis and seat of government; and of going 'down' to any

cont'd on next sightings page





**bam!**

The Cal 29's 20/20 and Boog-A-Loo were having a great battle to weather during August 17th's one-design race. After sailing all the way to the San Francisco Marina sea wall, 20/20 ran out of room and had to tack back to open water on port.

We're not sure if she tried to cross the starboard tack Boog-A-Loo or had trouble falling off. (Small photo).

What we do know is that her bow collided noisily with the other boat's port quarter. (Big photo).

After checking that none of the crew and neither of the boats were severely injured, Boog-A-Loo continued on to the finish line while 20/20 did two 360's before rejoining the race.



LATITUDE 38/RICHARD

**the right answer — cont'd**

place in the provinces outside the center of the British universe. Similarly, one has traditionally gone 'up' to Oxford or Cambridge as a student, and 'down' to one's home during holidays.

"The Town, later city, of Boston was, and still is, the metropolis and center of power of Massachusetts, which included — until 1820 — the District of Maine. Thus it became a habit in Maine to speak of going 'up' to Boston; and in Boston to speak of going 'down' (to) Maine, to Yarmouth and Halifax, Down East. Maine's becoming a state in its own right did not change the habit of speech which led one to talk of the folks down (in) Maine, or of the ships that were built in the yards Down East.

"Now divorced from its historic origins, this turn of phrase has survived into our own day, to become a puzzle to those who stop to think about it."

Redwood City reader Anita L. Pietrewicz offers a cool west coast explanation that will probably draw a lot of Mainiac guffs when Ralph Hatch drags some copies of *Latitude 38* back there later this month. This is her explanation:

"When the people of Maine say 'Down East', they mean the eastern states that are below them in latitude. You see, in Alaska we call the continental United States the 'Lower 48', for they are below us in latitude. I think this may be the correct answer."

Clever thinking, Anita, but apparently a little off the mark.

And then we got a different — yet still "the true explanation" — from Tom and Julia Rood, formerly of Port Sonoma and presently of Lake Champlain. They write:

"The term Down East is used because Mainiacs, in a spirit of independence, wish not to be linked geographically or otherwise with the rest of New England. They wish to be like an island.

"Therefore, during a long winter, to visit those states, should one *absolutely* have to, you are thereby finally going East, and from Maine — of course, everything is down. We know, because in Vermont we perform a similar move; we call it going "down through". However, as yet nobody has named a line of boats or a magazine after it. Besides, when we leave, we go to California or we don't go."

Well, we hope that narrows it down to just a couple of reasonable possibilities. As for *the* correct one, we'll let those of you who are interested bellow over it in some bar.

That leaves just one final problem. How you are supposed to spell it. In the various letters we got 'DownEast', 'down East', 'downeast', but not a single 'Down east'.

If you have the correct spelling, please drop us a line — but not until after October 15. Our mailman says he can't possibly handle another hernia before then.

**this time no prisoners**

In 1788 eleven ships set sail from England to deliver some "colonists" to Australia. They were convicts who had been banished to the colonies and they probably weren't looking forward to the long, wet voyage in cramped quarters — but they got to travel for free.

To celebrate Australia's bicentenary, another fleet of 11 square-riggers will set sail from London next April 28 bound for Sydney harbor.

Passengers won't be prisoners this time, but they'll still stand midnight watches, swab the decks and sleep in those bunks you see in the pirate movies.

They won't get to ride free, either. The voyage has been broken into seven legs and fares range from \$1,220 for a four-day jaunt from London to Portsmouth to \$5,345 for the 35-day stretch from Perth to Sydney.

The longest leg is 55 days from Tenerife to Rio, for \$4,805.

There will be about 1,500 berths altogether. Interested? Talk to New Zealander Annette Wells at the Adventure Center in Oakland, 800-228-8747 or 800-227-8747, and have a g'day, mate.



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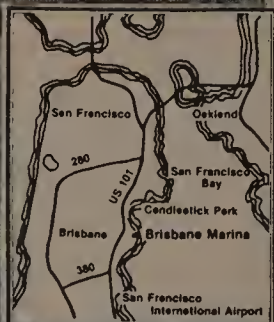
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The 1987 Kenwood Cup left just about everyone with a smile on their face. Fewer than normal boats were broken. Men overboard and crew injuries were down. Most of the sailing was with full mains and number 3's, as opposed to reefed mains and number 4's. And there were a record number of winners.

Let us explain about the winners.

Ostensibly the Kenwood Cup — like most of the other international grand prix IOR events — is team racing, with three boat teams representing each country. In that sense, New Zealand won.

But not all boats were on a national team; and many were sailed primarily for personal glory. From that perspective, the winner was the top individual boat in fleet, Larry Harvey's Nelson/Marek 49 *Crazy Horse*. She edged Lowell North's Nelson/Marek 43, *Sleeper* by the narrowest possible margin.

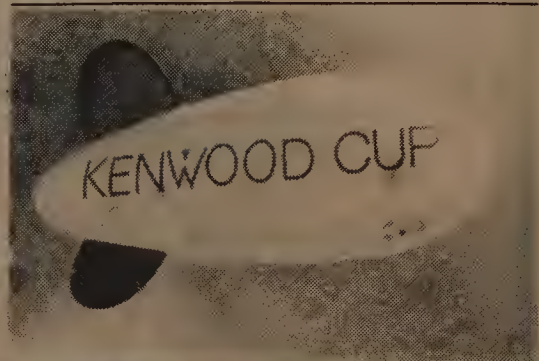
Yet Bill Twist and Laurie Timpson, co-skippers of the Reichel/Pugh 47, *Bladerun-*

be second in class.)

Is it better to win fleet or class honors? Most racers we polled said that class honors are indicative of a greater achievement. They cited two reasons. The first is that you can't accurately handicap such a wide range of boats; the biggest was the 82-ft *Sorcery*, the smallest was the 36-ft *Sweet Okole*. Secondly, different classes sail in entirely different weather conditions — particularly in the medium and long distance races — so fleet placings can be misleading.

Yet strong arguments can be made in favor of the top individual boat. Not the least

Kenwood replaced Pan American Airlines as the sponsor this year.



Second in Class and 2nd in Fleet, Lowell North still sees the humor.



ner; and Del Hogg with the Farr 43 *Equity*, could also claim victory. For even though *Crazy Horse* was the top boat in fleet, *Bladerunner* beat her for honors in Class B. And even though Lowell North's *Sleeper* finished second in fleet, Hogg's *Equity* edged her for Class C honors. (Because of the scoring system used in this and other grand prix events, it's possible for the top boat in fleet to



# KENWOOD CUP

ALL PHOTOS LATITUDE 38/RICHARD

of which is the one that says fleet honors mean you not only sailed brilliantly, but were lucky, too.

Everyone agreed that the 'Top Individual Boat' gets all the glory. 'First in Class B' just doesn't have the same impact.

The 'winner' situation was further complicated by extenuating circumstances. Consider the words of Bruce Nelson, who designed the top two individual boats. "As far as I'm concerned, *Exador* and *Mad Max*

Dennis Conner drives 'Springbok' toward Diamond Head. Six hours later the rig dropped.

deserved to win." Say wha?

A pair of Class D Kiwi boats, *Exador* is a Farr 40 and *Mad Max* a Davidson 41. Superbly handled and very fast, the two boats dominated the first four races, which consisted of three 27-mile triangles off Honolulu and a 150-mile race to Maui and back. All they had to do was finish the five day, 725-mile Around the State Race in anything like the fashion they'd done the previous races, and they'd have top boat honors sewn up.

But it didn't happen. All of Class D sailed into three huge holes and corrected out a

staggering 22 hours off the pace. In the four previous races the boats from this class had been sprinkled throughout the fleet standings. Yet in this double-counting final race they got stuck with seven of the 11 bottom slots. Thus *Exador's* fleet record turned out 3-4-1-1-29. *Mad Max's* was 1-7-2-2-28. For the series they tumbled to 8th and 9th in fleet. If anyone had reason to frown after the



Hang on!

Kenwood Cup, it was owner, crews and supporters of these two fine boats.

So who won? We can only repeat the wisdom of Commodore Tompkins: "The true picture requires a careful analysis of the results." In dock language that translates to 'take your pick'.

For those who aren't familiar with the Kenwood Cup, it's the five race grand prix IOR event sailed in Hawaii every other August. It grew out of Hawaii's Around the State Race, a local event that started in 1972 but nearly died of disinterest in 1977. Dick Gooch then stepped in and persuaded Pan American Airlines to sponsor a mid-Pacific counterpart to the Admiral's Cup. Forty-one boats competed in 1978's original Clipper Cup. Fleets grew rapidly in 1980, '82 and '84 to as many as 69 entries. Pan Am gave up their Pacific air routes and sponsorship of the event after the 1984 series and took the Clipper Cup name with them. The Kenwood Corporation — much to the delight of everyone — took over sponsorship this year and has made a long term commitment.

In the world of IOR racing, there are five





major international events. The Admiral's Cup in England, the SORC in Florida, the Sardinia Cup in the Aga Khan's backyard, the Southern Cross Series in Australia, and the Kenwood Cup in Hawaii. Because of the tremendous participation of international teams and resulting stiff competition, the Admiral's Cup — which is also the oldest grand prix series — remains the most prestigious. Unfortunately, it also features both the most deplorable and inequitable sailing conditions. As one sailor who did the last Admiral's Cup stated it, "By comparison, Cowes is like playing dice in a walk-in freezer."

There is no argument that the Kenwood Cup has the most pleasant conditions of any grand prix series. As one Kiwi explained, "The climate is wonderful, the trades are consistent, the ladies are gorgeous and, the



'Crazy Horse's Bruce Nelson and Skip Allan.

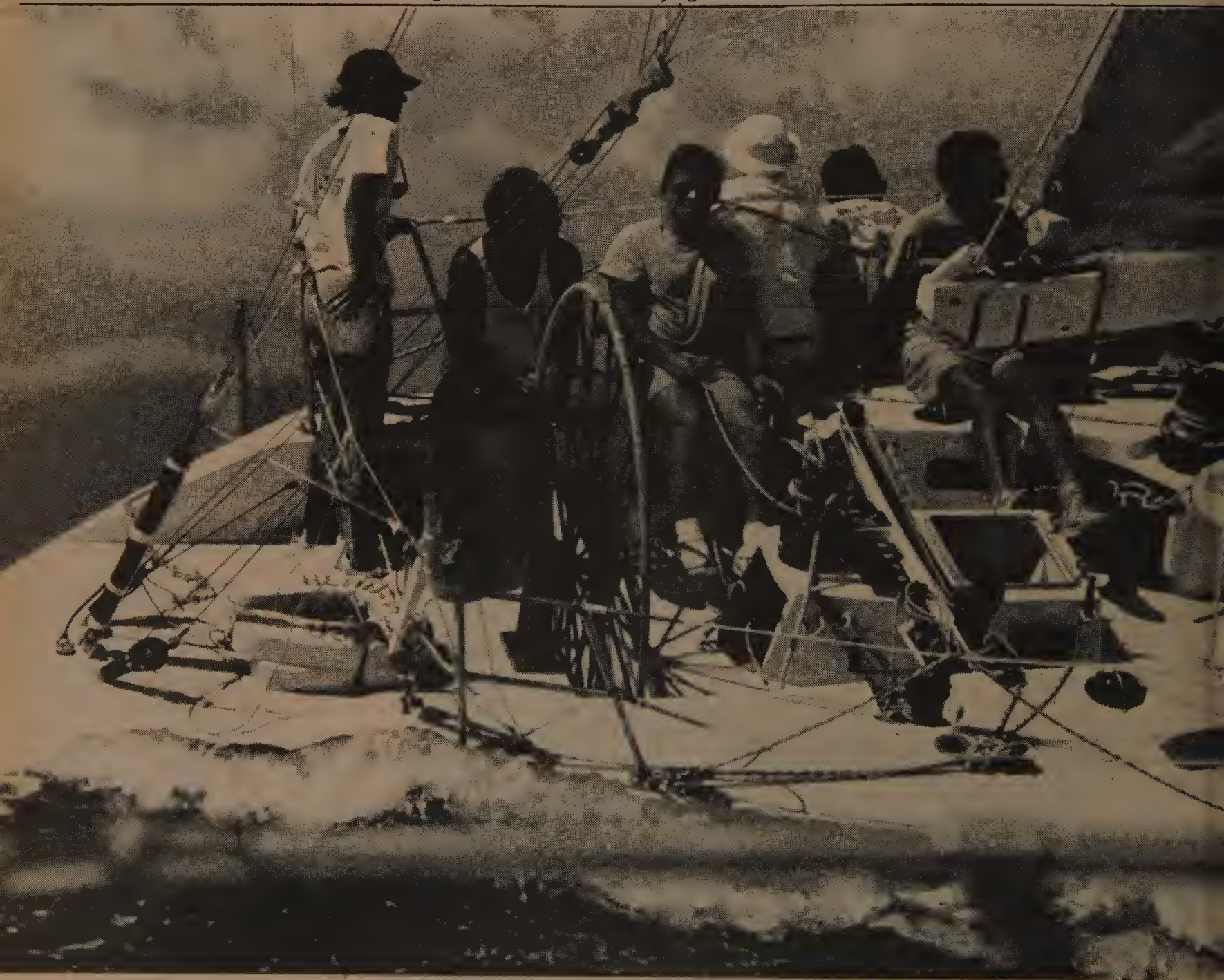
beer is cold. What more could you want? It's places like this that keep you in yachting."

But more than being the most pleasant, the Kenwood Cup also offers the fairest sailing conditions. There's always good wind

and formidable seas. Tides, currents and local knowledge are of minimum impact. It's what all true competitors look for; a level playing field. Figuratively speaking, of course.

It's also challenging as hell. The three 27-mile races are far more taxing than the roughest San Francisco Bay race. The 150-mile Molokai Race is the watergoing equivalent of the 440-yard dash — the longest enduring sprint. The Around the State Race is a grueling experience; five days with no sleep and lots of peanut butter sandwiches; three of the days are spent beating to

Twist and Timpson sailed 'Bladerunner' to 1st in Class B and 4th in Fleet.





# KENWOOD CUP

weather, where sealed up boats are stiflingly hot, soaking wet and smell abominable.

There is only one flaw with the Kenwood Cup. It's that Hawaii is located in the middle of the Pacific Ocean, and thus has little success in drawing teams from England, Germany, Italy, France, Spain, Sweden — teams whose presence accord the Admiral's Cup the prestige it enjoys. While it's true that Pacific Rim countries are rapidly surpassing the economies of Europe, nations like Korea, Hong Kong, Singapore, Taiwan and the Phillipines — to say nothing of China and Viet Nam — have weak IOR fleets and little yacht racing heritage.

Thus to date the Kenwood Cup has primarily been an event for United States, Australian, New Zealand and Japanese

and thus the competition less intense. Objecting to this, several owners requested that the number of divisions be reduced from five to four. Aware that \$4,000 had already been spent on Class E trophies, they figured the chances of the request being approved were



Ev Flanders' 'Cane Fire' was ten days old when she nearly sunk in a collision with 'Hipshot Percussion'.

sailors. Even so, it's been a huge success, drawing 67 boats in 1982 and 69 in 1984. However entries were way down this year, to only 44.

There were several popular theories to explain the decline. One was that the transition of sponsors meant the loss of the time available to 'sell' the event around the world; and such events do need to be sold. Another was the anticipated absence of the maxi boats, which serve as magnets for smaller entries. The new *Kialoa* and new *Ondine* were only completed in early summer, and thus couldn't make the series had their owners wished to.

But the most frequent reason given for the dramatic decline was the America's Cup activity. The time, energy, attention, dollars and expertise that have gone into those multi-million campaigns has been mind-boggling. Just as tropical depressions suck the strength from the tradewinds, the various America's Cup campaigns took the wind from the Kenwood Cup's sails. Australia, second only to New Zealand in national addiction to sailing, was virtually a non-presence this year. As for the Kiwi's, they were represented with unparalleled quality, not quantity.

Because of the drop in entries, initially it appeared that all five classes would be small

about that of snow falling on Waikiki.

As it turned out, *Shockwave* driver Steve Grillon needn't have offered to have his owner buy the trophies. To the surprise of almost everyone — and the relief of *Shockwave* owner Richard Cavelli — the race committee boldly eliminated Class E. It was



A tropical sail loft, sewing on the grass.

this kind of attitude that later lead one competitor to proclaim with a smile: 'It's not just the best racing in the world, it's the best organized, too.'

## Class A

In 1984 Class A had been a heroic maxi showdown. This year it was the weakest and



most poorly matched class. Entries ranged in size from 50 to 82-feet, and weren't similar. Jake Wood's *Sorcery* is a modern IOR



Richard Cavelli and the Twisted Sisters sent 'Shockwave's through the Waikiki Yacht Club.

maxi; the almost-old-enough-to-drink *Windward Passage* was designed as a downwind flyer; the heavily-constructed *Winterhawk* was designed for the Around the World Race; *Final Approach* is a cruising boat; *Starlight Express* and *Night Raider* are downwind club racers, and the Santa Cruz 50, *Octavia* was not built for handicap racing.

With Kimo Worthington driving a reputedly faster-than-ever *Sorcery* to class honors in the first four races, Class A was never in doubt. The Mull-designed sloop took line honors in all five races.

In fact, *Sorcery's* biggest threat came from the Honolulu Parking Authority. The evening before the start of the first race, the boat's illegally parked station wagon was towed away. It wouldn't have been a big deal, except that it had the red maxi's new main and No. 3 jib — about \$50,000 worth of petroleum by-products — in the back. There was just enough time the following morning to bail the sails out and make it to the starting line. From there it was easy.

*Windward Passage*, now owned by Australian radio man Rod Muir, failed to give *Sorcery* a battle. The beloved sloop was off the pace going to weather as well as in tactics and handling. The only exception was the Around the State race when *Sorcery* and *Passage* sailed in sight of each other for almost the entire four days. The last 100 miles they were never separated by more than a few hundred yards! *Sorcery* prevailed by less

than two minutes.

Owner Muir has far from given up on *Passage*. So certain the 72-ft sled can avenge her two TransPac line honor losses to *Ragtime*, he's offered a \$10,000 bet to back up the claim. *Ragtime* is currently being fitted with a new elliptical keel. Her owner, Pat Farrah, just acquired the Santa Cruz 70, *Blondie*.

The other big boat in Class A was Hal Day's mini-maxi, *Winterhawk*, which had

been extensively modified with a new rudder, keel, underbody and mast. The narrower spreaders allowed headsails to be trimmed in tighter than ever before, and *Winterhawk* was finally pointing with the rest of the fleet. She traded 2nd's and 3rd's with *Passage* in the first four races, but it remains to be seen if an Around the World boat can be transformed into a grand prix performer. They'll be more evidence after the 1987 SORC.

No boat better illustrated the importance of success in the double-weighted Around the State Race than Katsuhiko Takeda's Nelson/Marek 56 *Marishiten*. The titanium boat — the owner is said to be "a submarine builder" — finished 4th in each of the first four races. But a first in class in the final race catapulted the Japanese entry past *Passage* and *Winterhawk* to second in class for the series.

The Around the State Race no doubt left a big grin on the face of Don Johnson of the Waikiki YC, also. In it, the former pilot's dacron-clothed *Final Approach*, beat *Sorcery*, *Passage* and *Winterhawk* on corrected time.

The only Northern California entry in Class A was Stewart Kett's Santa Cruz 50, *Octavia*. A ULDB that rates terribly in grand prix style racing, she was last in class in all the races except for the lay day canoe competition. About halfway through the seemingly endless beat of the Around the State Race, some of the core crewmembers started making noises about giving up the race. But it wasn't until Kett put on a fresh shirt and immediately got drenched that they decided to bag it.





# KENWOOD CUP

Everyone's always fascinated where maxi boat owners get their money. After the series, surveyor Mike Doyle organized a junior sailor's day on *Sorcery*, during which a small fry popped the question to owner Wood. "I saved all my pennies and all my beer cans when I was young!", the maxi owner replied. "Then I got this boat and they all went away!"

That's not exactly true. Originally an Idaho farm boy, Jake owned a small machine shop in Los Angeles, one of three that made aircraft fasteners. As the aircraft industry evolved, so did Jake's machine shop. It's to the point that if you fly on planes made by Boeing, Lockheed or Douglas, you're helping pay for *Sorcery*. Jake hasn't changed over the years though. "He's still one of the guys", friends say. Sure enough, after the races the casually dressed man with a Clark Gable outdoor look toes up to the bar and relives the race with fellow competitors.

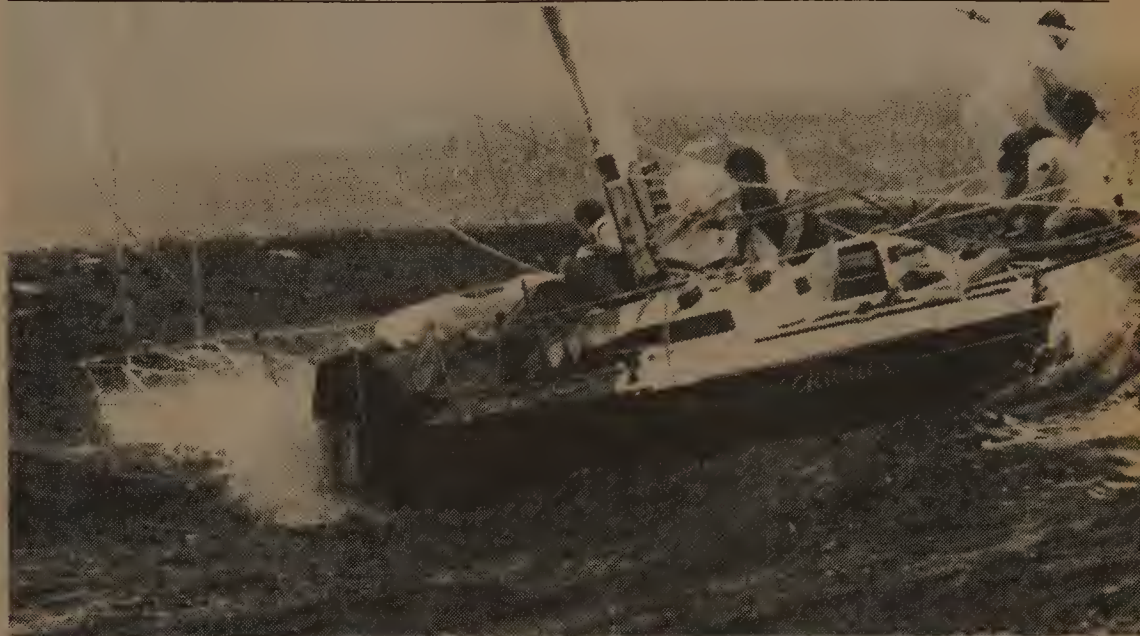
## Class B

The twelve boat Class B fleet was an entirely different story from the mismatch of Class A. Although the boat size range was greater than desirable — 46 to 55-ft — the 12 boat class featured six very strong contenders.

The two senior boats in this outstanding group already had a pair of brilliant Clipper Cup performances to their credit; Monte Livingston's *Checkmate*, and John Aren's *Tomahawk*. As *Bullfrog* and *Margaret Rintoul*,

There weren't a lot of big waves this year, but there were some.

the Petersen 55 and Frers 51 battled it out at the top of the fleet in 1982. Under their current names and owners they did it again in 1984. Unfortunately, neither was able to maintain their previous level of excellence this time.



When the partying was done, 'Shockwave' could still run. She's seen here submarining in the third triangle.

A third member of the six contenders started quick, then gave way to mishap and disaster. This was David Rostow's Vallicelli 50, *Springbok*, sailed by Dennis Conner and many of his *Sail America* 12 Meter group. If anyone had local knowledge, it was they; Conner's 12 Meter group has been test sailing off Honolulu every day for about the last 75 months.

Thus nobody was surprised when *Springbok* took class honors and finished 5th in fleet for the first race. But from there it was all downhill. After setting the chute for the reaching leg on the second race, the boat started to round up. A crewmember reached for the emergency vang release to dump the

main, but sailmaker Tom Whidden was unaware that his foot blocked the way. *Springbok* continued to round up, bending her spinnaker pole around the headstay. Her 7th in class finish was disappointing, but nothing like what happened in the next race.

A day and a half later, at sundown, *Springbok* started the Molokai Race. The 150-mile course takes the fleet across the Molokai Channel, past the forbidding face of Molokai during the night, around a buoy off Maui at daybreak, followed by a run back to Honolulu that morning/afternoon. One of the big challenges of this superb race is avoiding the current when beating across the face of Molokai. You avoid it by hugging the shore. But that's tricky; Loran doesn't work, it's too deep for a depthsounder, and SatNav fixes are too infrequent. Thus you just have to guess how close you are to having a wave toss you on the rocky shore.

The beat was made tougher by the fact that it was blowing 30 knots and the seas were even lumpier than the wind speed justified. For example, *Winterhawk's* 100-lb tool box was bouncing up and down off the sole; a dozing crewman on *Crazy Horse* slipped overboard during a tack (he was recovered quickly); and Jock McClean was later to say, "It could cure me of yacht racing."

It was in these conditions that Conner and *Springbok* were observed continuing further inshore than anyone. A couple of other





boats followed in their wake, utilizing the time-honored strategy of waiting until the lead boat bounces on the beach before tacking. Indeed, when the trailing boats couldn't see *Springbok's* masthead light anymore, they knew there was trouble and tacked offshore.

It turned out *Springbok* hadn't hit bottom — that was still another half mile away. Thinking they were getting too close to shore, they tacked out. But when the trimmer ground in the headsail and checked the trim, something looked wrong with the headstay. The next thing they knew the rig was on their heads, the mast having broken a foot or two above deck.

Flares were fired, so at once the trailing boats returned to standby in case *Springbok* had fouled her prop or need other assistance. She did not. But it wasn't a pleasant motor home. Soon *Sorcery* passed under spinnaker; since many of *Sorcery's* crew are from the rival Eagle 12 Meter syndicate, you can imagine the jeers.



Mel Canning and crew from 'Mad Max'.



Sailing through the seas off Honolulu.

It was no better back at the Ala Wai, where returning to the berth meant running the gauntlet formed by the Hawaii and Waikiki yacht clubs; clubs filled with spectators wait-

ing for the rest of the fleet to return. A yacht club bell was rung three times as Conner passed, and a group from *Windward Passage* — many of them on Australian 12 Meter squads — hollered: "Wait 'til you get to Perth!" And punctuated it with gales of laughter. Conner, the target of more abuse

'Mad Max' in a mad rush.





# KENWOOD CUP

than any man besides Reagan, took the ribbing good-naturedly.

With three of the Class C contenders eliminated, that left Jack James' Frers 52, *Jubilation*, Larry Harvey's *Crazy Horse*, and Bill Twist's *Bladerunner*. While *Bladerunner* has enjoyed reasonably good success lately, *Crazy Horse* and *Jubilation* have been sizzling. After getting a new keel and rudder a little more than a year ago, *Crazy Horse* won nine straight races between Long Beach Race Week and the St. Francis Big Boat Series. After getting her new rudder and keel last winter, *Jubilation* has also been unstoppable.

The way you win individual boat honors at grand prix events is through consistency, and *Crazy Horse* was the model of that. Except for the last race she had 1sts and 2nds in

assistance. Once she was released by the dismantled boat, she returned to her previous position and resumed racing. Navigator Phil



class, and was always in the top ten for fleet. A superbly prepared boat that excels going to weather, designer and helmsman Bruce Nelson felt the key to their success was the crew. Speaking not just of Capitola's Skip Allan, who was the navigator and downwind driver, Nelson remarked, "They were more serious than the crew we had last time; this group had the killer instinct."

Nelson felt they had boatspeed on *Bladerunner* and only feared *Jubilation*. Ironically, it was *Bladerunner* that eventually edged *Crazy Horse* for class honors.

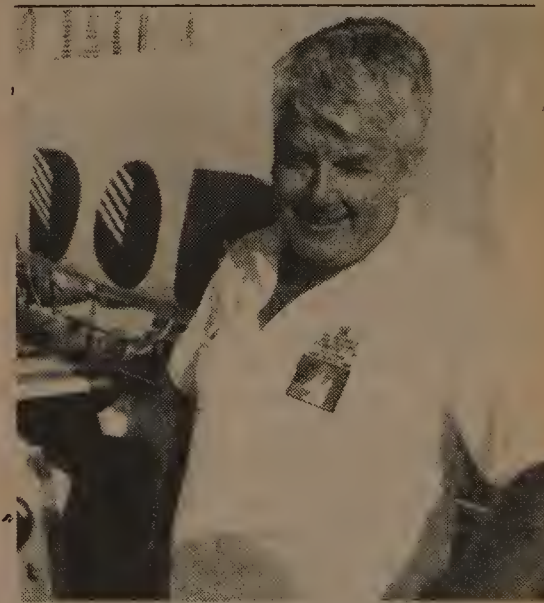
Twist admitted that *Bladerunner* had problems in the triangle races, but understandable ones. The smallest boat in class, they'd get rolled at the start and have to flop over for clear air. But then the bigger boats that got lousy starts would flop over on top of them. In addition, the triangles had three weather legs, which always gives an advantage to the more weatherly large boats.

Where *Bladerunner* made out was in the Molokai and Around the State races, which counted one-and-a-half and two times as much as the triangles. In fact she had the best record in the fleet for those two races.

Her class victory in the Molokai Race was not received well by all competitors. What happened is that *Bladerunner* was the first boat to see *Springbok's* flares, so she immediately abandoned the race to render as-

'Exador' was brilliant once again. Except for the Around the State Race, again.

Garland had been careful to note the time lost rendering assistance, and the race committee granted her the 59 minute allowance she had requested. It was enough to give her



'Exador's Mike Clark.

class honors by a big six minutes and put her back in the running.

The group on *Jubilation* greeted the news



with little enthusiasm. For one thing they'd had a very unpleasant race. The boat — whose interior is washed down with fresh



Wet t-shirt contest, maxi division.

water every day — did the race with 50 gallons of diesel sloshing in the bilge, thanks to a leaking gasket. Even worse, she'd stumbled to a 4th place finish. They protested the race committee's decision.

They didn't dispute the amount of time *Bladerunner* had requested. They simply felt the time delay worked to *Bladerunner's* advantage, as the wind later picked up. They wanted to see *Bladerunner's* finish to be an average of her other races — as is done in 505 races. The race committee disallowed their protest.

*Bladerunner's* best finish in a triangle, a 2nd in the fourth race, meant she entered the Around the State Race with a fine shot at class honors. All she had to do was put two boats between herself and *Crazy Horse*.

The Around the State Race is called Hate the State Race for good reason. It's a long, hard, rough race. Many don't like it; but Twist, who hadn't done a long race in years, saw some redeeming qualities. "If there's some value in competitive sport," he said, "the lessons should spill into the rest of our lives. The Around the State Race is an event where that happens. It's not a fun or pleasant race, but physically grueling and mentally challenging. It requires that certain qualities not needed in around the buoy races be called upon. Things like the ability to respond well to adversity, to remain positive, and to get the most from the personal dynamics of the crew."

It may have been the personal dynamics

figured that if they could dinghy sail the boat the next 60 miles to Cape Kumukai, they could then set the chute and more or less relax with their position assured for the remainder of the race. But it was a lot to ask of the crew. They'd already been on the course for four days, most of it spent pounding to weather. They were hot, tired, and in need of regular meals. Nonetheless, the watch system was abandoned, and they began a short-tacking sprint up the beach to Cape Kumukai with everybody on the rail.

The tactic seemed to work as they got to the Cape in great shape and finished well. Since *Jubilation* and *Checkmate* stayed ahead of *Crazy Horse*, Twist, Timpson and crew found themselves in possession of the Class B trophy. It was the best performance by a Northern California boat.

The hard luck story in Class B belonged to *Jubilation*. Several times mast inversions forced her to reach off in order to save the rig, costing critical minutes in triangle races. Then there was the bad taste left by *Bladerunner's* victory in the Molokai Race. It got even worse in the Around the State Race. Shortly after the start, the toggle on the headstay broke. *Jubilation* lost over two

that sealed up Class B honors for *Bladerunner*. Having rounded South Point in the Around the State race in good shape, Twist





# KENWOOD CUP



Wayne Womack holds a piece of 'Cane Fire' and surveys the damage to his boat.

hours jury-rigging the problem, a solution that left them with less than ideal mast bend. They made a spectacular comeback, however, from DFL in fleet to 3rd in class and fleet. But it wasn't quite enough to overtake *Crazy Horse* or *Bladerunner*.

Jubilation will be at the Big Boat Series to avenge the loss — and in different form. The

whole back end is being cut off and a new one — already waiting in Southern California — will be attached.

Another boat that did poorly in the triangles but well in the distance races was the Japanese Frers 53, *Zero*, skippered by John Rumsey. Having taken fleet honors in the Hate the State Race, they were beside themselves with joy. As one observer said, "They were so pumped up it looked like they were ready to take Pearl Harbor again!"



Going into the Around the State Race finale, the Class C contest remained tight as a drum between three boats: Lowell North's *Sleeper*, Del Hogg's Farr 43, *Equity*, and Richard Cavelli's Frers 43, *Shockwave*. In the previous four races, the other 11 boats — including a couple of very fine ones —



At left, 'Sorcery'. At right, 'Passage's BMW' up in the clouds.

had fallen by the wayside.

Roger Livingston's Reichel/Pugh 43, *Lobo*, with John Kostecki driving, didn't have a good series. *Persephone*, John Woodhull's respected Reichel/Pugh 41 wasn't up to it either. Jim Mizell's Bob Smith 43, *High Risk* did a little bit better — for a long time she led the Around the State Race — but she had trouble, too. Seven others were never really in the hunt.

For Del Hogg, being at the top of the Ken-





wood Cup standings was not a new experience. In 1984 he'd sailed the Farr 40 *Sundance* with great success; she won Class D and was the third highest scoring boat. This year he brought a slightly larger boat, a Farr

Top individual boat, 'Crazy Horse', comin' at ya, goin' strong!

the Kenwood Cup, *Equity* was set up with less sail area. This afforded her two great benefits. The first is that when everybody else had to go down to a reefed main and a number 3, *Equity* could carry on with a full main and a number 2. Even better was the fact the sail area reduction meant she rated a foot less than her Atlantic Ocean counterparts.

Even though her tactics weren't always the best, *Equity* wasted no time in utilizing her advantage, winning the first two races in Class C. As *High Risk's* Taft put it, "She was so blazingly fast even some of her bad tactics came out looking good." The boat stumbled to 4th in the following two races, but her raw boat speed took over again in the Around the State Race.

Trailing the leaders by a good margin when approaching South Point, *Equity* was sailing below the very swift *Shockwave*. Thinking it would be advantageous to camp on top of *Equity*, the *Shockwave* crewed eased their sheets to come down. *Equity* responded by easing her sheets, and quickly sailed ahead and then above *Shockwave*.

*Equity* and the others caught the leader *High Risk* when she was stalled in squall that dumped six inches of rain on Hilo. It was like starting the race all over, but now the race was just a spinnaker run back to Honolulu.

Since running is one of *Equity's* strong points, she sailed away from every boat in the class but one. The exception was a Kiwi sistership, *Thunderbird*, which finished just 37 seconds back after five days of racing.

It's been a year of 'almosts' for Lowell North and *Sleeper*. They led the SORC until a crowded start in the last race foiled their

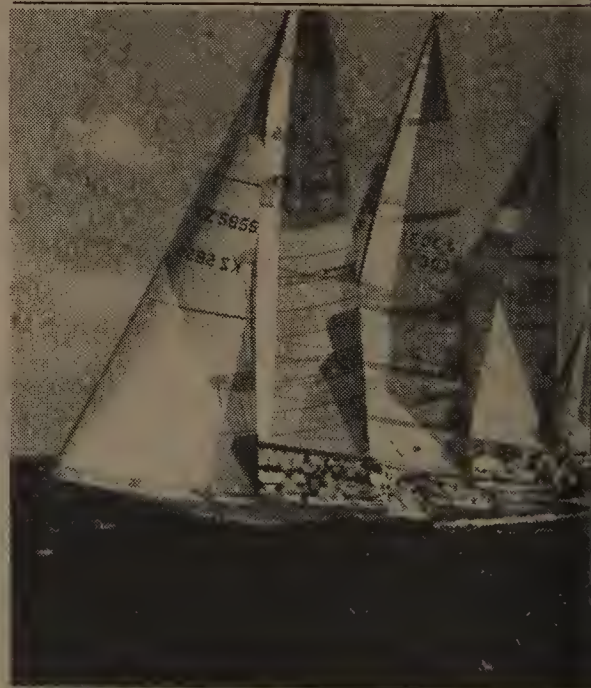


'Ruriko' and 'Springbok' were the only mast casualties.

43 like the SORC standout *Snake Oil* and England's *Drake's Prayer*. But there was a difference.

Realizing that light air is rarely a problem at

Class D starts the third triangle race off Honolulu.





# KENWOOD CUP



chances. After four Kenwood Cup races, North and co-charter Brad Herman went into the Around the State Race leading Class C and within two boats of fleet honors. Unfortunately, these would become two more 'almosts'.

*Sleeper's* forte is sailing to weather; her weakness is running. As luck would have it, when the Class C race started all over again off Hilo, all that remained was sailing downwind to the finish. North and *Sleeper* sailed tough, but finished 14 minutes behind the Farr 43's. They 'almost' got class honors for

While she couldn't catch 'Sorcery', the old lady's still fast.

the series, coming in second by a margin of 180 points to 179. They also 'almost' got fleet honors for the series. They finished the Around the State in 10th place; if they'd gotten 9th, *Sleeper*, not *Crazy Horse* would have been the top overall boat.

We can't be sure, but our intuition is that North isn't tearing his hair out about the just-missed titles. He likes to win, but loves the competition even more. How much does he love racing? Consider this: After selling his loft, he didn't head for the mountains or the desert. Nope. He continued to do what he's been doing for most of his adult life, racing boats. The main difference was that he was campaigning his own boat rather than sailing on everyone else's.

His efforts took him to the SORC, the Brenton Reef Series in Newport, the Admiral's Cup in England, after which he sailed across the Atlantic. After four tough Kenwood Cup races was North burned out? No way. A few days before the start of the Around the State Race, one of the competitors came up to Lowell and said, "Are you doing the Around the State Race?"

"Yeah," he responded.

"No, I mean are you personally going to be on the boat?" It was a reasonable question; several owners and some rock stars won't do it.

"Oh yes, I'm going to do it," he laughed, "it's my favorite race."

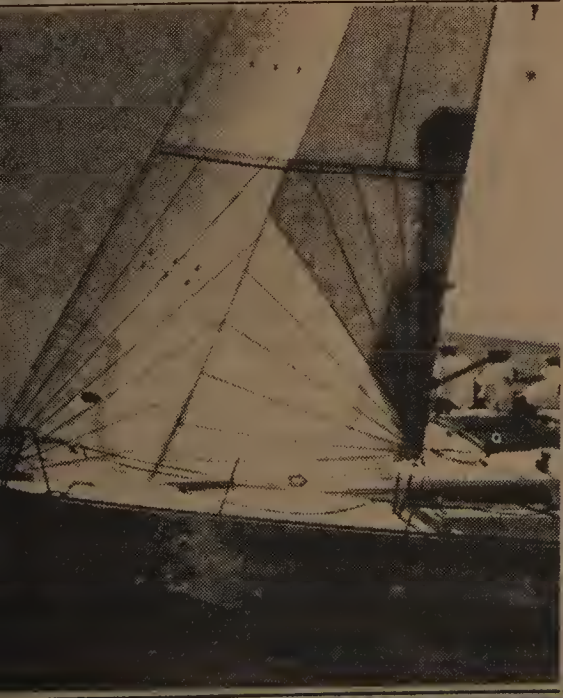
He wasn't lying either.

As one associate said, "Lowell is enjoying the fruits of his labors and having a hell of a good time." It's a great thing to see.



Before, after and during, the Kenwood Cup generated plenty of smiles.

The other Class C contender was Richard Cavelli and his crazy *Shockwave* crowd. While they're proud of their boat — it's im-







maculate with a sort of pinkish highlighted interior — they're equally proud of their huge stereo speakers, their mildly pornographic t-shirts and boat flag, their 'bad boy' image, and of their 'Shockettes'.

What are 'Shockettes'? Bonnie, Richard's girlfriend, was the leading Shockette at Kenwood Cup. Despite the fact that it was about 95 and humid after the first race, Bonnie paraded back and forth through the crowd wearing a lingerie-look top and a pair of skin tight red leather pants. The bar crowd enjoyed the show so much they began to applaud politely each time she passed by. Bonnie seemed to enjoy the appreciation, and Richard didn't object the least. Like we said, there were lots of smiles at Kenwood Cup this year. Bonnie was soon joined by a stripper from Las Vegas and a mother and daughter team from Honolulu.

About the only folks who got upset were

'Windward Passage' tosses spray on the way to the finish.

some of *Shockwave's* competitors. They couldn't figure out how this good-timing bunch could sail so fast. Especially since the driver, J-24 sailor Steve Grillon, was doing his first stint on a big boat.

What made *Shockwave's* success even less likely was a big crew change right before the start of the series. Cavelli, who is getting as serious about racing as he is about his Ferrari Boxer, insisted that all the crewmembers had to be in Hawaii a couple of weeks before the series to practice. Cavelli himself helped sail the boat over to improve his skills. When a couple of the boat's core crew balked, Cavelli told them he was going to replace them. They didn't believe him. A day later when they called to tell him they could make the practice afterall, they learned they'd been

replaced.

And so it was that this unlikely contender battled *Sleeper* and *Equity* to almost a dead heat through the first four races. The fourth race, the windiest of the triangles, is where Cavelli's crowd demonstrated that they could put out as well as party. The race committee had realigned the course, with the result that nobody in the first three classes could successfully carry a chute on what was supposed to be a spinnaker reach. Nobody but the party boat with the J-24 driver. Reaching deep like that gave them class honors in that race, just six seconds head of *Sleeper*.

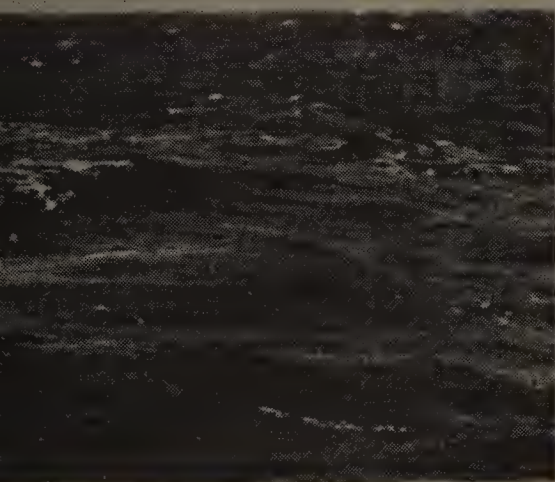
*Shockwave* ultimately fell to fourth in class, the result of a disappointing 6th in class in the Around the State Race. They had a tough time getting out of Hilo flats after the big squall.



# KENWOOD CUP



'Springbok's ex-mast.



## Class D

If *Exador* doesn't go down in yachting history with the likes of *Imp*, there is no justice. In addition to many other notable accomplishments, the handsome Farr 40 dominated the last Clipper Cup as well as this first Kenwood Cup. She did it under two different owners, too.

By way of review, in 1984 *Exador* won the first four races in class, a group that included four sisterships. She was also leading a very powerful fleet in standings going into the final race, and was certain to win it had not disaster struck. Sailing next to *Side-winder* a boat two classes above her and the eventual winner of the Around the State Race, *Exador* was dismantled by a huge wave near South Point.

Returning this year under new owner Mike Clark, *Exador* continued where she'd left off, taking all 1sts or 2nd's in class and

never getting worse than 4th in the 44 boat fleet. At least not until disaster struck again in the Around the State Race, disaster in the form of huge wind holes. Her third in class finish was her worst ever in the nine races.

This superb boat's tumble to 29th in fleet for the Hate the State Race, an 8th in fleet for the series, is sure to fuel further arguments that the Around the State crapshoot ought to go.

Interestingly enough, *Exador's* main competition was a fellow Kiwi boat, *Mad Max*, a Davidson 41. *Mad Max* never did worse than 2nd in class, and was second in fleet behind *Exador* going into the last race. Had it not been for the Farr 40, Hugh Dent and Mal Canning's boat would have lead class and fleet. Like *Exador*, *Max Max's* series was ruined by the holes in the Around the State Race.

The obvious question is how come the Kiwi's have faster boats than we do? The answer is they don't; they've just been sailing them better. *Exador* is a sistership to *Sundance*, a Northern California boat that designer Bruce Farr always claimed was a little faster than any of the other Farr 40's. As for *Mad Max*, she's a virtual sistership to John McLauren's most recent *Pendragon*. The big difference is that *Pendragon* was professionally built while *Mad Max* was a four-month backyard project of her property developer owners.

We asked *Exador's* Clark what made them so successful. For a guy who claims to just sit on his butt, print shirts, plan parties and pay the bills, he had some good answers.

"Enthusiasm!" he fairly hollered, "that what's behind our success. In New Zealand we take all our sports seriously. But we take yachting very seriously."

Just how seriously is evidenced by the selection process. To be a member of the New Zealand Kenwood Cup team, you had to finish in the top three of a very grueling trials. And you had to agree to have a spare mast on hand in Hawaii; and have your crew practicing in Hawaii weeks before the start of the series.

But if you made the team, there are some big advantages. For example, many of the costs were absorbed by various sponsors or other groups. A computer company, for example, took care of all the expenses involved with getting *Exador* to Hawaii. The Royal Arakana YC took care of all crew transportation and accomodation costs.

And while Clark claims the Kiwi's don't chase the almighty dollar as hard as we

Yanks — *Exador* was a very simply equipped boat — they do spend money where they think it's important. A new rig and sails were thought to be important investments, as was keeping the crew happy.

"We encourage the boys to bring their wives or girlfriends along, because when the wives are happy, the boys are happy." To help the girls on their way to happiness, each receives a present upon their arrival in Hawaii. After the races, Clark thinks it's important the hard-working crew get the royal treatment. "I have limo's come by to pick the boys up and take them to the Royal Hawaiian for dinner. I got a couple of Pontiac convertibles for the wives and girlfriends."

That the good treatment doesn't turn the crew soft was demonstrated in the final triangle race, in which it blew hard and very few boats even tried to carry a chute on the spinnaker reach. Both *Exador* and *Mad Max* set chutes almost immediately, and kept their chutes full while sailing a bee-line to the jibe mark. Having started five minutes later than the C boats, by the second mark the two Kiwi boats were in the midst of them.

A delightful man, Clark doesn't engage in



Kenwood Cup founder and layday M.C. Dick Gooch gets iced from the 'hot jock' competition.

false modesty. He freely admitted that *Exador* and *Mad Max* felt all along that class and even fleet honors were really a battle between the two of them. "Whichever one of us won the start was going to win the race." Bravado? Not counting the Around the State Race, the two of them took first in fleet three



# 1986 KENWOOD CUP

## 1986 KENWOOD CUP RACE RESULTS

| Fleet          | Class | Boat Name                 | Boat Type       | Owner                | Country | Race 1 | Race 2 | Race 3 | Race 4 | Race 5 | Total Points |
|----------------|-------|---------------------------|-----------------|----------------------|---------|--------|--------|--------|--------|--------|--------------|
| <b>Class A</b> |       |                           |                 |                      |         |        |        |        |        |        |              |
| 18             | 1     | <i>Sorcery</i>            | Mull 82         | Jake Wood            | U.S.A.  | 1      | 1      | 1      | 1      | 4      | 92           |
| 25             | 2     | <i>Marishiten</i>         | Nelson/Pugh 56  | Katsuhiko Takeda     | Japan   | 4      | 4      | 4      | 4      | 1      | 77           |
| 22             | 3     | <i>Windward Passage</i>   | Gurney 73       | Rod Muir             | Aus.    | 3      | 2      | 2      | 3      | 5      | 75           |
| 23             | 4     | <i>Winterhawk</i>         | Farr 68         | Harold Day           | U.S.A.  | 2      | 3      | 3      | 2      | 6      | 70           |
| 28             | 5     | <i>Starlight Express</i>  | Davidson 55     | C. Reynolds/W. Jolly | N.Z.    | 5      | 8      | 5      | 5      | 2      | 58           |
| 35             | 6     | <i>Final Approach</i>     | Lidgard 60      | Don Johnson          | U.S.A.  | 7      | 7      | 7      | 7      | 3      | 42           |
| 36             | 7     | <i>Night Raider</i>       | Davidson 52     | Nell Bunting         | N.Z.    | 6      | 6      | 6      | 6      | 7      | 35           |
| 42             | 8     | <i>Octavia</i>            | Bill Lee        | Stewart Kett         | U.S.A.  | 8      | 8      | 8      | 8      | 8      | 13           |
| <b>Class B</b> |       |                           |                 |                      |         |        |        |        |        |        |              |
| 4              | 1     | <i>Blade Runner</i>       | Reichel/Pugh 47 | Basil Twist          | U.S.A.  | 5      | 3      | 1      | 3      | 2      | 162          |
| 1              | 2     | <i>Crazy Horse</i>        | Nelson/Marek 49 | Larry Harvey         | U.S.A.  | 2      | 2      | 2      | 1      | 5      | 159          |
| 5              | 3     | <i>Jubilation</i>         | Frers 54        | Jack James           | U.S.A.  | 3      | 1      | 4      | 5      | 3      | 153          |
| 12             | 4     | <i>Zero</i>               | Frers 52        | Shigeta Tsumura      | Japan   | 7      | 9      | 3      | 8      | 1      | 130          |
| 10             | 4     | <i>Checkmate</i>          | Peterson 55     | Monte Livingston     | U.S.A.  | 4      | 6      | 7      | 4      | 4      | 130          |
| 19             | 6     | <i>Tomahawk</i>           | Frers 51        | John Arens           | U.S.A.  | 8      | 5      | 5      | 2      | 7      | 122          |
| 11             | 7     | <i>Great Expectations</i> | Farr 50         | David Forbes         | Aus.    | 6      | 4      | 6      | 7      | 6      | 115          |
| 30             | 8     | <i>Anaconda</i>           | Briand 46       | Marc Bienck          | Tahiti  | 10     | 11     | 9      | 8      | 8      | 74           |
| 31             | 9     | <i>Black Sheep</i>        | Lidgard 50      | Alastair Shanks      | N.Z.    | 9      | 8      | 11     | 6      | 9      | 73           |
| 27             | 10    | <i>Libalia Flash</i>      | Peterson 48     | Art/Libby Kamisugi   | U.S.A.  | 11     | 10     | 8      | 7      | 10     | 71           |
| 39             | 11    | <i>Springbok</i>          | Vallicelli 50   | David Rosow          | U.S.A.  | 1      | 7      | 11     | —      | —      | 53           |
| 41             | 12    | <i>Lady Sea</i>           | Frers 46        | C. Picard            | Tahiti  | 12     | 12     | 10     | 9      | 11     | 51           |
| <b>Class C</b> |       |                           |                 |                      |         |        |        |        |        |        |              |
| 3              | 1     | <i>Equity</i>             | Farr 43         | Delvin Hog           | N.Z.    | 1      | 1      | 4      | 4      | 1      | 180          |
| 2              | 2     | <i>Sleeper</i>            | Nelson/Marek 42 | B. Herman/L. North   | U.S.A.  | 2      | 3      | 1      | 2      | 3      | 179          |
| 6              | 3     | <i>Thunderbird</i>        | Farr 43         | Don St. Clair Brown  | N.Z.    | 4      | 5      | 2      | 3      | 2      | 170          |
| 7              | 4     | <i>Shockwave</i>          | Frers 43        | Richard Cavalli      | U.S.A.  | 3      | 2      | 3      | 1      | 6      | 163          |
| 13             | 5     | <i>High Risk</i>          | Smith 43        | James Mizell         | U.S.A.  | 7      | 6      | 6      | 9      | 4      | 130          |
| 17             | 6     | <i>Persephone</i>         | Reichel/Pugh 41 | Jack Woodhull        | U.S.A.  | 6      | 8      | 7      | 7      | 5      | 125          |
| 16             | 7     | <i>Lobo</i>               | Reichel/Pugh 42 | Roger Livingston     | U.S.A.  | 5      | 4      | 9      | 6      | 7      | 123          |
| 20             | 8     | <i>Challenge III</i>      | Frers 43        | Lou Abrahams         | Aus.    | 10     | 9      | 8      | 5      | 8      | 104          |
| 26             | 9     | <i>Super Sunbird</i>      | Yamaha 41       | T. Yamasaki          | Japan   | 9      | 10     | 5      | 10     | 10     | 95           |
| 24             | 10    | <i>Ruriko</i>             | Kanto 44        | Louis Sugahara       | Japan   | 8      | 7      | 13     | 8      | 9      | 87           |
| 34             | 11    | <i>Uin Na Mara</i>        | Farr 42         | J. Barnhart/R. Page  | U.S.A.  | 11     | 11     | 10     | 13     | 12     | 60           |
| 37             | 12    | <i>Sea Lion</i>           | Kihara 42       | Ryutaro Nishida      | Japan   | 12     | 12     | 12     | 12     | 11     | 56           |
| 38             | 13    | <i>Carissa</i>            | Peterson 43     | Phillips/Lillbridge  | U.S.A.  | 13     | 13     | 11     | 11     | 13     | 47           |
| 43             | 14    | <i>Hipshot Percussion</i> | Peterson 43     | W. Womack            | U.S.A.  | 14     | 14     | —      | 14     | —      | 14           |
| <b>Class D</b> |       |                           |                 |                      |         |        |        |        |        |        |              |
| 8              | 1     | <i>Exador</i>             | Farr 40         | Michael Clark        | N.Z.    | 2      | 1      | 1      | 1      | 3      | 133          |
| 9              | 2     | <i>Mad Max</i>            | Davidson 41     | Mel Canning          | N.Z.    | 1      | 2      | 2      | 2      | 2      | 132          |
| 13             | 3     | <i>Sagacious</i>          | Farr 40         | Gary Appleby         | Aus.    | 4      | 4      | 4      | 3      | 1      | 118          |
| 15             | 4     | <i>General Hospital</i>   | Farr 40         | Tom Wallinski        | U.S.A.  | 3      | 3      | 3      | 4      | 5      | 107          |
| 21             | 5     | <i>St. Apollonia</i>      | Yokoyama 40     | Atsuo Mitani         | Japan   | 5      | 5      | 5      | 6      | 4      | 93           |
| 29             | 6     | <i>Mimi</i>               | Takal 39        | Junichi Kanai        | Japan   | 6      | 8      | 7      | 8      | 6      | 67           |
| 32             | 7     | <i>Aloha</i>              | Takal 40        | Nobuyuki Kuwamoto    | Japan   | 9      | 7      | 8      | 7      | 7      | 58           |
| 33             | 8     | <i>Indian Pacific</i>     | Farr 40         | Chas Jacobsen        | Aus.    | 8      | 6      | 6      | 5      | 9      | 52           |
| 40             | 9     | <i>Sweet Okole</i>        | Farr 36         | Dean Treadway        | U.S.A.  | 10     | 9      | 9      | 9      | 8      | 35           |

out of four times.

Interestingly enough, Clark feels that *Exador*, which has already been sold to a Japanese owners, was only the third or fourth fastest boat at the Clipper Cup. "Mad Max is the fastest," he assured us, "as well as being the fastest one tonner in the world." During the last Southern Cross Series, the Davidson design won all three triangles. She's for sale.

That these Kiwis were winners off the course as well as on, was brought out to us by one little incident. After interviewing Clark on *Exador* we had to walk across *Bladerunner* to get to the dock. In the process we'd left the tiniest trace of dirt from our deck shoes on *Bladerunner's* cockpit sole. About five minutes later we looked back,

and there was Clark, the owner of what was arguably the best boat at the Kenwood Cup, back on *Bladerunner*, hosing down these tiniest of smudges.

The Kiwis at the Kenwood Cup. They were a class act all the way around. Their team honors were richly deserved.

### The Future

Most observers feel certain Kenwood Cup entries are going to increase once again in 1988. What they less sure of is about the future of the Around the State Race. A lot of fine sailors dislike it intensely. Bruce Nelson

is one:

"The Kenwood Cup is the greatest series except for the Around the State Race. The first four races were the nicest four races I've ever had the pleasure to sail in my life. But they want to finish it with a crapshoot? When you sail down the back side of the Big Island you're sailing into a back-eddy or separated flow, which is an unpredictable phenomenon. We can predict laminar flow and turbulent flow, but not separated flow. So it's a race to be won on luck, not skill."

Be that as it may, if you ever get the means and the urge to go up against first class sailing competition in first class conditions, the Kenwood Cup is your goal.

— latitude 38





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 BMAX 14.32'/DRAFT 9.21'  
 IOR RATING: 38.9  
 Construction: Vacuum Bagged Carbon Fiber/  
 S-Glass/Divinycell Foam  
 Engine: 61 HP Lehman 4D61  
 Sail Inventories: North Sails 1986, 1985, 1984  
 Electronics: B&G 290, Northstar 800 Loran,  
 Trimble Loran, Magnavox SatNav,  
 Icom Single Side Band, Depthsounder,  
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 Berths: 12 Pipe berths  
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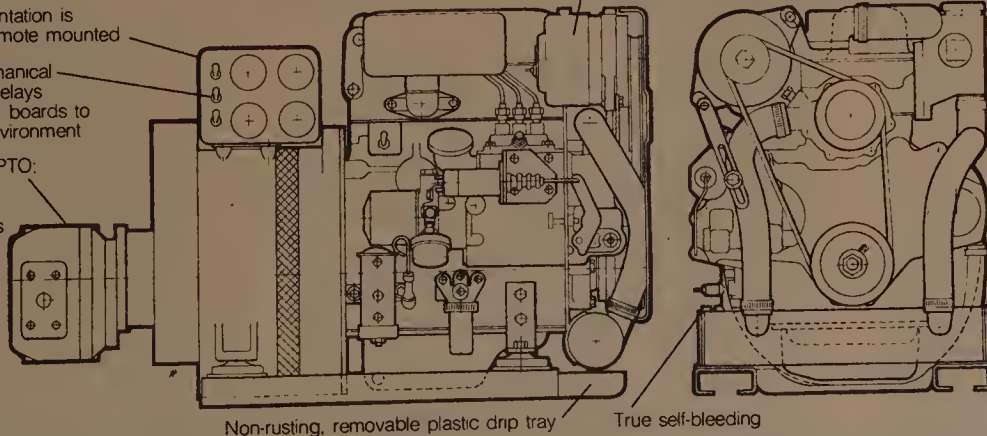
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# SUMMER SPOTS



LATITUDE 38/JOHN MCCARTHY

Left: Pete's Harbor has come a long way, baby.  
Below: China Camp, unspoiled and unchanged since the turn of the century.

When was the last time you sailed somewhere new on the Bay; somewhere you had never been before? What — there ain't no new places, you say? You've seen them all? Well, perhaps. We thought that, too, until we started this Summer Spots series. What we've learned is that there are a heck of a lot of places out there that we've either never been to or that it's been so long since we were there that it's like going into a new place. In fact, the whole experience has given us a renewed perspective on this great place called San Francisco Bay, as well as being one of the more fun things we've done in awhile. Try two or three of the places featured in this or the last two issues. We think you'll agree.

This third and last month, we'll tell you about an out-of-the way place whose entrance is littered with the wrecks of boats set afire for a John Wayne movie; a previous country stop that's well on its way to becoming a full-service marina; an old shrimping camp that's now a pristine state park; one place where you can spar with a wild seagull over lunch; several historical points of interest; and where to go for some of the best eating on the Bay.

Summer's almost over, so don't delay!

## Pete's Harbor

Back in '55, Pete Uccelli and his wife were looking for a boat and a nice, warm place to keep it. They liked the Delta but eventually settled on Redwood City — only to find there was no place to berth a boat there. And so began Pete's Harbor. At first only a small dock with a smaller hamburger stand, nowadays, Pete's is a full-service facility that has somehow managed to retain almost all of its original rustic charm. Just a simple walk around the place can make a trip there

worthwhile.

Situated a couple miles inland from the South Bay proper (just look for the big salt pile), Pete's is well protected in all conditions. In the summer, it is usually warmer and less windy than most other South Bay spots. The approach down meandering Redwood Creek is plenty deep, as the Creek is a shipping channel. At 10 feet at low tide, there's also plenty of water inside the harbor for just about all yachts.

Amenities-wise, the harbor has just about everything you'll need for an enjoyable hour, day or weekend: chandlery, several restaurants (there and at the neighboring Peninsula Marina), fuel dock, ice machine, washing machines, water and electricity. The only variables missing from the total equation are showers and haulout — the boatyard closed down recently.

Guests at Pete's Harbor are berthed in unoccupied regular-tenant slips. Obviously, this limits dock availability, so you'd do well to call ahead to reserve a space. Office hours are 8 to 5 Monday through Friday, and 9 to 4:30 on weekends. Their number is 366-0922.



LARRY STURHAN

## China Camp

In its heyday in the late 1800s, China Camp was one of two dozen or so small Chinese fishing communities that dotted the shores of the Bay. Several hundred ex-railroad workers, ex-gold hunters-turned-shrimpers and their families called China Camp home. In appearance, the place was like something right off an oriental carving — a small village of houses on stilts, lush woods, communal cooking pots, stores, gambling houses and a temple.

About 30 years ago, the shrimp population declined and most of the shrimpers and their camps disappeared. China Camp was spared by the State parks system, which has preserved it "essentially as it was at the turn of the century," says ranger Pat Robards. Among vestiges of the original camp that remain are Frank Quan and his sister Georgette, descendants of the general store keeper; some ruins of the old boat-hauling machinery; the hulk of an old shrimp boat; and some of the best shrimp cocktail you've ever eaten. Frank catches them and Georgette serves them up at the snack bar.

But history is only part of the attraction of China Camp. Another is what Robards calls "the ruralness". Those same green, wooded hills do a good job of insulating and isolating





Left: From softball to horseback riding, there's something for everyone at Martinez.  
Below: Loch Lomond, an oasis of yachting at the east end of San Rafael.



China Camp from the hustle and bustle of civilization only a few minutes down the road. You can hike to nearby picnic spots, and the view from 1,019-ft Pt. San Pedro Hill is one that shouldn't be missed. For the culturally inclined, there's a little museum; for the tan inclined, the beach is one of the best on the Bay. (For the sports-inclined, nearby McNears Beach offers tennis courts and a swimming pool.)

Visiting boats must anchor out. The good news here is that there is no charge and the mud/shell bottom offers excellent holding. The bad news is that its recommended you do it about 400 yards from the beach — a shallow, goopy shelf extends out a good ways from shore. (Don't try tying to the old pier: It's high and dry at low water.) So don't forget your dinghy. And don't forget that, as a State Park, China Camp closes down at 7 p.m., and no one is allowed ashore until 8 the next morning. For more information, call the ranger station at 456-0766.

## Martinez

The landmark for coming into Martinez Marina used to be the big old car ferry docked right outside. Well, the ferry is gone now; reportedly to San Francisco to be restored and converted into floating offices. But Martinez is still easy to spot — just look for the huge ferry pilings — and definitely worth the effort.

Located one mile west of the Benicia Bridge, Martinez Marina offers three guest docks totalling some 310 feet of side ties to visitors bound to the Delta or back the other way. For many, Martinez is a destination in itself, for it has much to offer, especially to fleet cruisers or families with kids. For \$5 to \$7 a night, depending on length, plus a \$5 restroom key deposit, all the amenities of a

full-service marina are at a visitor's disposal: water, electricity, showers, restrooms, coin laundry, etc. The marina itself includes haulout facilities, a marine store, bait shop/ice/light groceries place, and the highly recommended Albatross Restaurant, which serves lunch and dinner. For yacht club members, the Martinez YC extends all reciprocal privileges (they don't have any docks of their own to offer yet, but they're working on it). As if that's not enough, a nearby park offers picnic tables, a horse arena, baseball diamond and fishing pier, and local shops, restaurants and historical points are within walking distance.

At the time we talked to the Marina office, they were just arranging dredging, which may tie up some dock space in early September as permanent tenants are shifted to and fro. On the good side, it will drop the harbor bottom from four feet at zero tide to seven or eight feet. So as always, it's not a bad idea to call ahead to check the situation out. You can do this either by phone at 372-3585 or by VHF on channel 16 or 68. During the summer, there's someone on duty from 7 to 7:30 weekdays and 6 to 7:30

weekends.

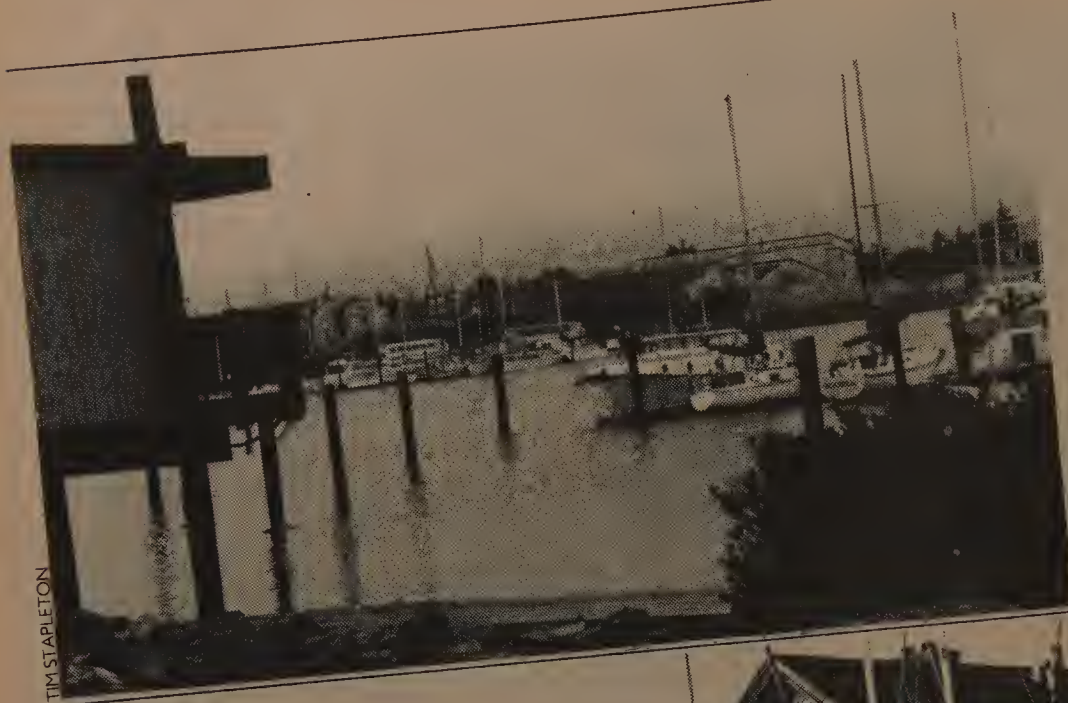
## Loch Lomond

Whether you take the high road or the low road, the bonny, bonny banks of Loch Lomond are a great place to spend the day, evening or even weekend. Located at beginning of the San Rafael Canal, Loch Lomond is a warm and inviting oasis of yachting in one of the prettiest residential sections of San Rafael. With the recent completion of the dredging of the San Rafael Canal, it's also one of the most accessible — the Canal itself is now 9 feet at zero tide; the short channel into Loch Lomond — be sure to stay between the markers! — is six feet.

Loch Lomond offers two types of guest berthing, says President Vic Scatena Jr. Berths go for \$6 a night and tie-ups at the area adjacent to the gas dock are \$3 a night. Both include electricity and water. An extra \$1 key deposit gets you access to the restrooms and showers. Businesses in the marina complex include a chandlery, supermarket, coffee shop, laundromat and the Loch Lomond YC, which extends all reciprocal privileges to other yacht club members. The climate, says Vic, is mild, usually averaging five to ten degrees cooler than central San Rafael.



# SUMMER SPOTS



TIM STAPLETON

Left: The wind's always right for getting in and out of Berkeley. Well, almost always.  
Below: If you're looking for Mariner Square, just look for the Rusty Pelican.

Reservations are requested for guest berthing, and since someone is on duty from 6 a.m. to 10 p.m., you shouldn't have too much problem getting through at 454-7228.

## Berkeley Marina

You can't miss Berkeley Yacht Harbor. Just get on the north side of the infamous Berkeley Pier, follow it to its start and the Harbor breakwater is right there. Unlike its landmark, the yacht harbor is totally modern, structurally sound and well protected from the sometimes nasty chop of the Berkeley Circle.

Guests at Berkeley are assigned end ties. And though sail-ins are accommodated when possible, Harbormaster Bill Worden says reservations with payment in advance are definitely preferred. Overnight prices range from \$5 for boats under 30 feet to \$13 for 60 feet and over. The berthing fee includes water, electricity and showers/restrooms. Also within easy walking distance in the self-contained marina are a bait/tackle/sandwich shop, a sailing school, a boatyard, the Berkeley Yacht Club (which commands one of the best Bay views of any club), and several great restaurants including the Marriott, Skates on the Bay, His Lordship and Dock of the Bay. Buses also run regularly into town.

"You always have a good wind to get into Berkeley in the afternoon," says Bill Worden, "and a nice, light wind in the morning to get out." The entrance — you can go either way around the outside breakwater — is seven feet at low water. The only special considerations on approaching the marina are the Berkeley Pier and the fog. If you're coming from the south, go around the Pier, please, not through it. The fog coming down the "slot" usually hits Berkeley around 7

p.m. It's still not too hard to find the entrance with its horn going, but can be a little tricky to get in if it's thick and blowing. The harbormaster's number is 644-6376.

## Mariner's Square

The big attraction for sail-ins to Mariner's Square is the dining. Well, maybe that's not quite fair. It's also a great place to go to sell or buy a boat, since it's Alameda's main brokerage center. To be completely fair, there's lots else to do there and thereabouts, too. But for the discriminating diner/sailor, the real sirens of Mariner's Square are the Rusty Pelican, the Waterfront Cafe and Chevy's.

The Rusty Pelican, landmark for Mariner's Square, is the old standby. The premier location, fine food, commanding view of the yachting part of the estuary and 150 feet of guest dock all assure its continued health and popularity with boaters. Those docks fill up quickly on weekends, so if you plan to eat at the Pelican, get there in the early afternoon. Within reason, boats can raft out from each other on the dock.

The two new kids on the culinary block at

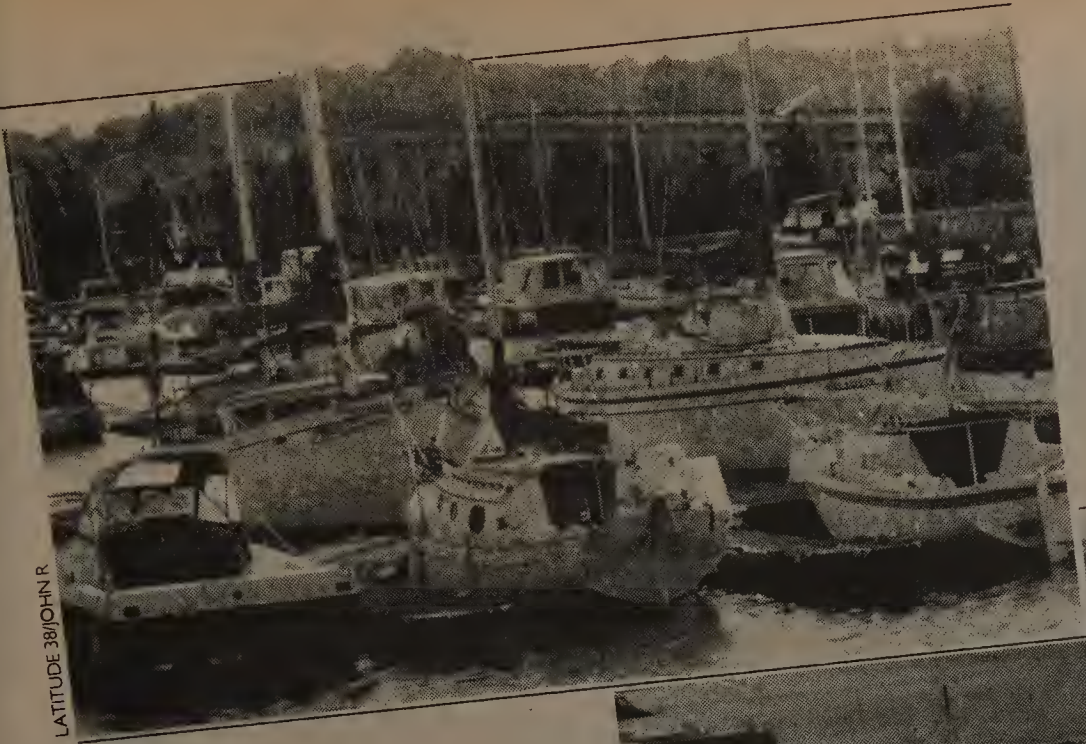
Mariner's Square are the Waterfront Cafe (the old Barge Inn) and Chevys (the old Seaview Palace). With their hip decor and "nouvelle" dishes, both seem to target a younger crowd than the more staid Pelican. The Waterfront Cafe, which also has dock space out front, features LA cuisine wrapped in a gray/green/pink "Miami Vice" decor. Both it and the Rusty Pelican feature dance bands regularly. Chevys is "a very, very different" Mexican place, says Square manager Karen Thompson. She reports the food at both places is excellent. And if you're having such a good time at Chevys that you overstay your stay, you can call home on the Excuse Machine. This is a special phone booth where, for \$.50 you can lend authenticity to whatever excuse you've made up by playing authentic background noise: freeways, storms, bar background . . . Where has this thing been all our lives?

Mariner's Square is not really set up for long-term visitors. You're not supposed to stay all night at the Pelican or Waterfront Cafe, but if you've enjoyed yourself a little too much those establishments would rather bend the rules and let you sleep it off than become a moving navigational hazard. The Square does have water, electricity, restrooms, a boatyard, phones and food to

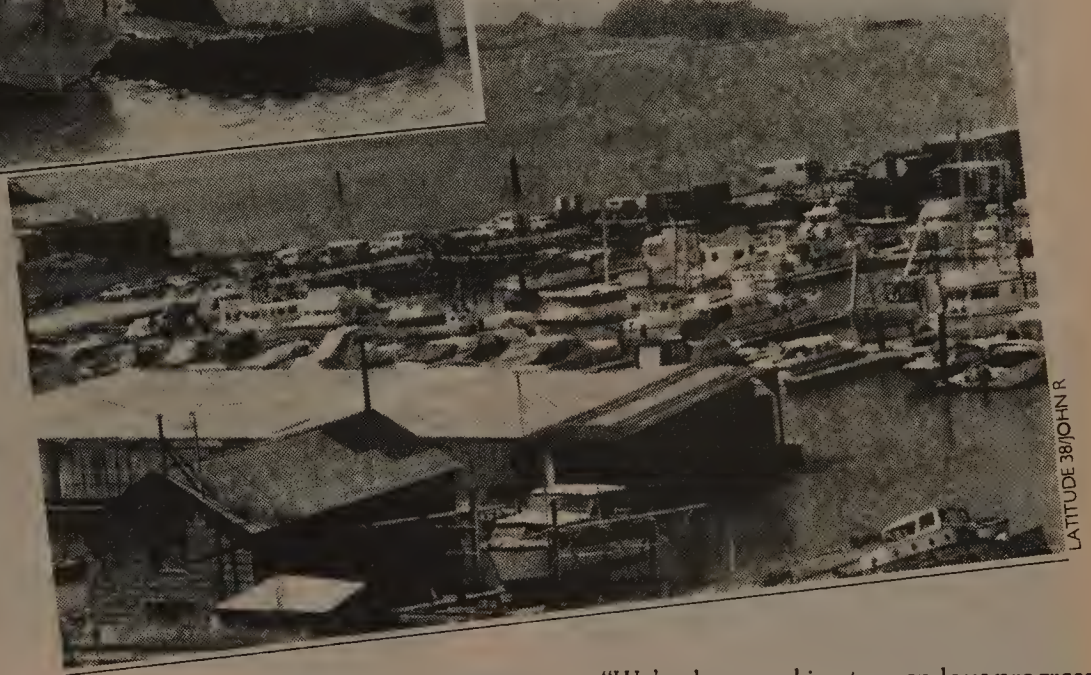


LATITUDE 38/JOHN R





Left: Port Sonoma, the old/new marina at the mouth of the Petaluma River.  
Below: Pt. San Pablo is off the beaten track, but well worth a visit.



go at all the restaurants. Down the way a piece is Marina Village, which has a nearby park and facilities for longer stays if you're so inclined. Marina Village also has a boat show coming up September 13 to 20. The big Mariner's Square boat show is in April. For more information on Mariner's Square, call Karen at 523-0922.

## Pt. San Pablo

If we had a dime for every time we've passed by Pt. San Pablo on a race or trip to the Delta or back and thought, "We have to check that place out one of these days," we'd be sailing our large yacht to far places and laughing all the way to our Swiss bank account. Until recently, however, we'd never been in there. Since we have, we've been wondering why we haven't been stopping in for years.

The reason is that Pt. San Pablo yacht harbor is one of the homiest little stopping spots on the Bay; kept that way by its off-the-beaten-track location (both by land and water) just around the corner from The Brothers. Amenities are basic — no guest showers and outhouses instead of restrooms — but who cruises to a new place to get clean? It does have a fuel dock and great little eatery — the Harbor Galley. Several party boats (the fishing type) go out daily. It is also the embarkation point for tours and overnight stays at the historic East Brother Lighthouse, a still working sentinel that now doubles as a unique bed and breakfast. Day tours are \$10 per person for up to 18 (minimum \$45 for four people). Bed and breakfasts go for \$225 per room, double occupancy.

Another bit of history makes the approach to Pt. San Pablo a little more interesting than most. "John Wayne shot part of the movie

*Blood Alley* here and they set a whole bunch of boats on fire near the harbor entrance," says Kathi, the new harbormaster. (After 30 years, former Harbormaster Dan Kauffman retired last year.) "They're all still there. They're marked on the chart and you can even see some of the remains at low tide. As long as you stay between the buoys, though, you'll have no problem." Depth inside the soon to be dredged harbor is currently about 6½ feet.

Guest berthing goes for \$4 a nite; \$5 if you want to include utilities. The office and fuel dock are open 7 to 7 every day but Monday, although Kathi lives nearby and can meet anyone that calls ahead even on her day off. The marina number is 233-3224. The number for East Brother Lighthouse is 233-2348.

## Port Sonoma

Our northernmost summer spot this month is Port Sonoma, a kicked back, down home, easygoing sort of stop right at the mouth of the Petaluma River. Or is it? Wait a minute, what's all this new stuff, this new access road, the beginnings of landscaping?

"We've been making tremendous progress in upgrading the port," says manager Deborah Mack. "We now have picnic grounds, tennis courts; we've even retiled the restrooms!" Additional services include the bait/tackle/mini groceries store, the chandlery, fuel dock, boat service facility and yacht brokerage. Overnight fee, regardless of size, is \$7, utilities included, plus a refundable \$10 deposit for a gate key. Deborah says there are usually plenty of spots available for guests, but to call ahead at (707) 778-8055 during regular working hours if you want to be sure. Recent dredging has the channel and harbor at a constant seven feet at low water.

Although isolated from civilization, if you can arrange for wheels while you're there, Novato is only 10 minutes west; Petaluma 15 minutes north. In 20 minutes, you can be in the wine country. The Renaissance Faire, held near Novato's Black Point weekends through September 20, is only about five minutes across the bridge by car.

But Port Sonoma is worth the stop whether you can get wheels or not. Through all of its improvements, it still retains the relaxed, countrified atmosphere that makes it one of our favorite summer spots.



# SUMMER SPOTS — PART III



SHIMON VAN COLLIE

## Sam's Waterfront Cafe

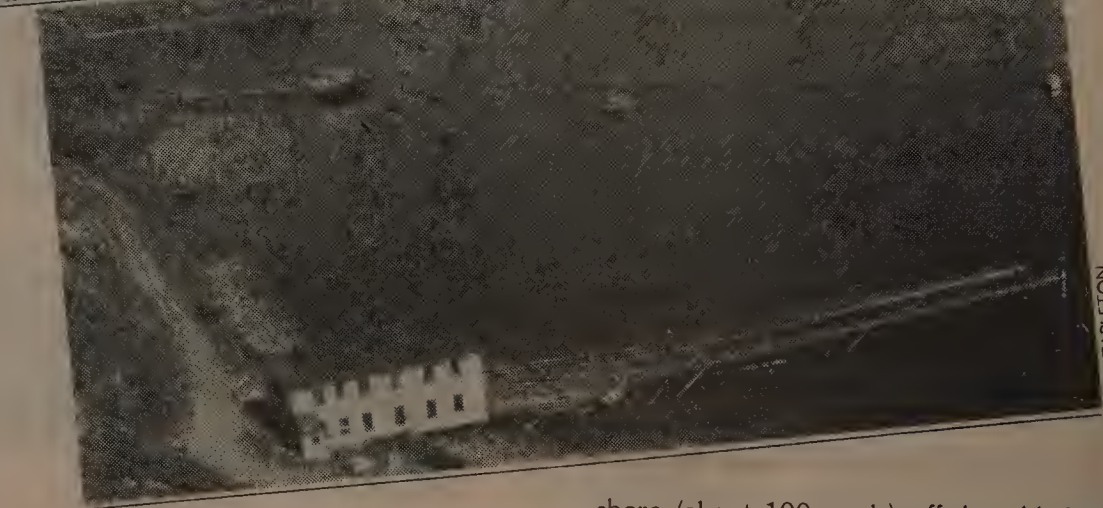
This is another one of those places that's been around since God was a kid, yet manages to retain and even increase in popularity every year. On big summer weekends, there's waiting room only at Sam's.

Ever since Sam Vella opened Sam's Waterfront Cafe in 1920, the Tiburon restaurant has been an institution to visiting boaters. On almost any weekday during the summer, you can find at least a few boats tied to the two 100-ft docks out front (actually, we guess it's out back — the front faces Main Street in Tiburon). On a summer weekend, though, especially a festive one like opening day or fourth of July, boats are rafted several deep with more circling outside. The docks are open on a first come, first serve basis. All Sam's asks is that boats over 40 feet not tie up in rough weather (it torques the separate docks too much) and that tie-ups patronize Sam's for at least part of their stay. No overnight tie-ups are allowed. (For longer tie-ups, yacht club members can find dockage at the neighboring Corinthian or San Francisco YCs.)

The mostly seafood fare at Sams ranges from about \$4.50 for soup or salad and sandwich, to about \$12.95 for the New York steak. And everything we've ever had there is great. To really appreciate the place, you have to dine out on the deck with the sea air, the sunshine . . . and the seagulls.

"The tourists love them, and most of the time, they're really no problem," says office manager Jackie Attabit. "But sometimes, well, let's just say they really like butter and New York steaks." Speaking from personal experience, we suggest you keep both out of striking range.

Sam's is open from 11 to 10:30 weekdays



TIM STAPLETON

Left: What can you say about Sam's except 'bon appetit'. Below: Drake's Bay, scenic, historic — and windy.

(till 11 on Friday), from 10 to 11 Saturday and 9:30 to 10:30 Sunday. The outside deck is open until 7 and last call at the bar is 1:30. Incidentally, there is no street access to the docks, so don't get marooned in downtown Tiburon by staying out past closing time. Sam's doesn't take reservations, but for more information you can call 435-4527.

## Ocean Bonus Drakes Bay

Did he or didn't he? — "he" being Sir Francis Drake and "did/didn't" he actually stop at the bay that today bears his name. The debate hasn't flared in awhile now, but it's bound to come up again sooner or later, especially if another shard of pottery of his era is found along the beach.

Whether he did or didn't, scores of Northern California boaters do stop in every summer weekend to enjoy the scenery, solace and, yes, adventure of a real, honest-to-gosh ocean anchorage. The preferred anchoring place is under the lee of the hook of the Pt. Reyes peninsula, fairly close to

shore (about 100 yards) off the old Coast Guard station. The bottom is sandy mud and offers excellent holding.

Which is fortunate because it can *blow* in Drakes Bay. Nearby Pt. Reyes has been called the windiest spot on the west coast and it's not unusual for that old nor'wester to come screeching over the cliffs and across the Bay at 40 or 50 knots. Bay-based sailor Hank Grandin, who has raced and cruised in Hawaii, Mexico and Europe says he's never been in worse conditions than he encountered singlehandedly into Drakes Bay. We're not trying to scare you into staying away: we're just telling you to be prepared. It can get hairy out in the ocean.

Once behind the peninsula and with the hook down, you're secure. The surge is negligible and the blasters usually blow themselves out by morning. Then you can get some exploring done. Recommended pursuits are hiking the three or so miles over to tour the historic Pt. Reyes lighthouse, a gadget-lover's delight; the hike to panoramic Chimney Rock; or just hiking in general. When the weather cooperates, you can even do a little sunbathing and beachcombing. Who knows, it might be you who finds the flotsam that once and for all settles the argument about Drake's visit.

— **latitude 38**



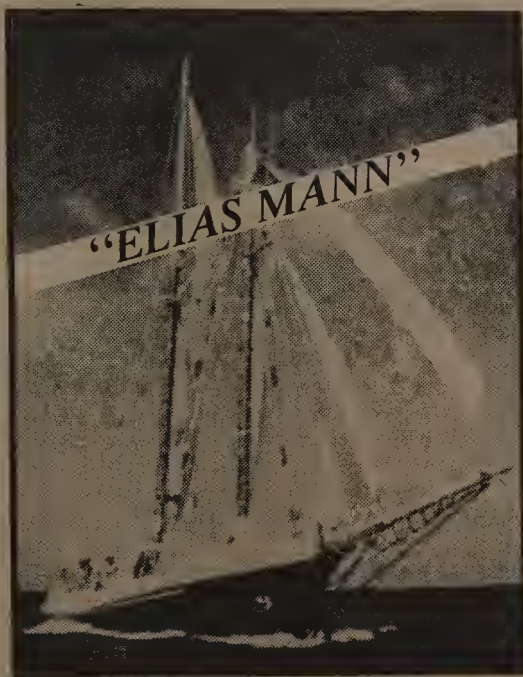
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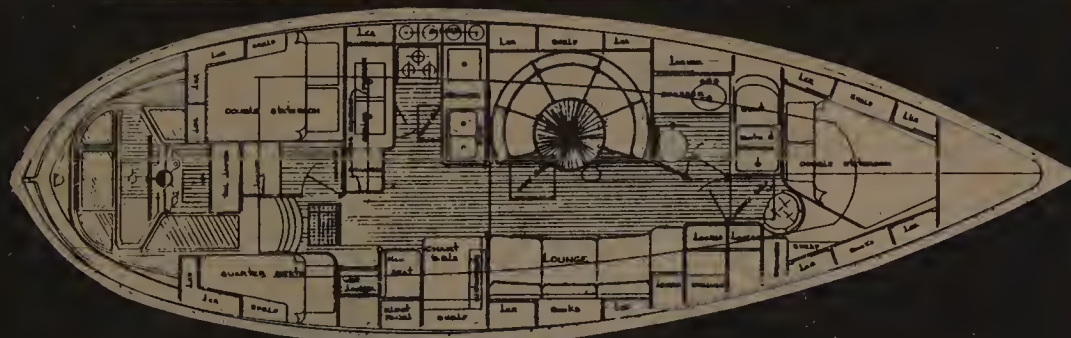
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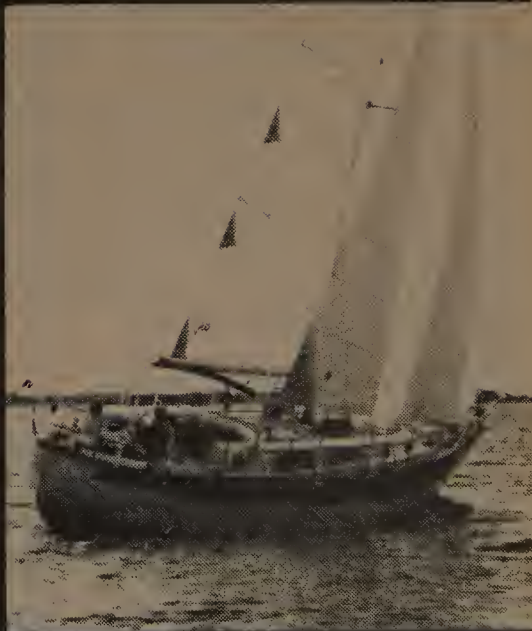
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Rope is the most essential tool of a sailor. It holds up his sails, transmits their power to the boat and allows this power to be adjusted according to the wind's strength. When the day is done, rope in some form is generally used to "put the boat away" and hold it in place. Rope is the muscle and blood of a sailboat and a better understanding of its types and uses can add greatly to safety, enjoyment and performance afloat.

In the days of wooden ships and iron men, the term "rope" meant any type of cordage more than one inch in diameter. "Cord" or "cordage" described line from one inch down to about a quarter inch. Anything less than that was "twine". As sailing vessels grew smaller and lighter, so did the ropes needed to handle them. Today, "rope" can mean anything above twine size and the term cordage has fallen into disuse.

"Line" describes rope with a specific use: reef line, mooring line, dock line. Sheets and halyards are also lines. In fact, the use of the word "line" aboard modern sailboats has become so widespread it's come to mean any type of rope regardless of use. Aboard traditional craft, though, you will still find bolt ropes, foot ropes, bell ropes and so on.

#### *Twisted Rope*

Rope can be divided into two types by the way it's constructed. *Twisted rope* is built by twisting three strands, hence its common name, together to form one large rope. In the past, four and five strand configurations, called "shroud laid" rope, were also used. A variation of three strand called "cable" or

Rope is the muscle  
and blood  
of a sailboat.

"hawser laid" forms most of the larger ropes of today. This is where three three-strand ropes are themselves twisted together to form larger (above one inch) rope. This rope has greater strength and elasticity than normal three-strand, and is frequently used as dockline for large vessels.

Spread, You think you got it bad — how would you like to memorize what all these strings do?







# KNOWING

Typical three-strand rope is made up of individual fibers that are twisted or laid into yarns, then strands, and finally rope. This is called *three-phase* rope for the number of steps involved. In *four-phase* construction, the fibers are first twisted together into a larger yarn. In order to bind the rope together and allow it to take tension more evenly, each twist in the construction process is in the opposite direction of the one before. Most the the three-strand used today is finished with a right-hand or "Z" twist: Left handed is known as "S" twist. Three-phase rope has two Z and one S twists; four phase has two of each. Because of its unbalanced number of twists, three phase rope is hard to coil, easy to kink, can untie knots and, when a long length is used as an anchor rode, it can even build up enough torque to twist out a set anchor. Four phase, on the other hand, produces negligible torque, pulls more evenly and is generally longer lived rope.

Which brings us to *hard lay* and *soft lay*. No, we haven't inadvertently included a paragraph from "How to Make Love to a Woman". Where rope is concerned, hard and soft lay refers to the number of strands per foot of rope. The more twists, the harder the lay. Hard lay rope is more difficult to splice because the strands are closer together. Contrary to popular belief, it is also more elastic than soft lay rope.

A common misconception is that 'tensile strength' represents load range.

Generally speaking, the advantages of twisted line are its abrasion resistance and the ease with which it can be spliced. It's elasticity can be a pro or con. The disadvantage of twisted rope is that, size for size, it is not as strong as the other type of rope, braid.

## Braided Rope

There are three types of braided rope: *solid*, *hollow core*, and *double braid*. All utilize some type of sennit or plaited (braided) construction; in other words, they're made by twisting fibers into yarns and weaving the yarns into one of the various sennits. For example, solid braid cord is a

crown sennit weave, while most hollow braid and the sheaths of double braid are a type of square sennit. Plaited rope is four-strand sennit, sometimes with the strands doubled, as in "eight plait" rope.

Double braid rope has two parts, a core and a sheath or covering. The core can be *braided*, *twisted* or have *straight parallel* fibers. "True" braided rope has a braided core. This is the easiest of the three core types to splice and the least likely to knot or kink. Although more stretchy than rope with parallel fiber core, elasticity in braided core rope can be minimized by weaving all the fibers in both the core and sheath in line with the rope instead of in the direction of weave. The best double braids keep all the fibers parallel to the rope.

While offering the least stretch, parallel cored rope is difficult and sometimes impossible to splice. It is also the most likely to knot or kink. Twisted core is less stretchy than most braid and is more difficult to splice, but it is less likely to kink and overload in sharp

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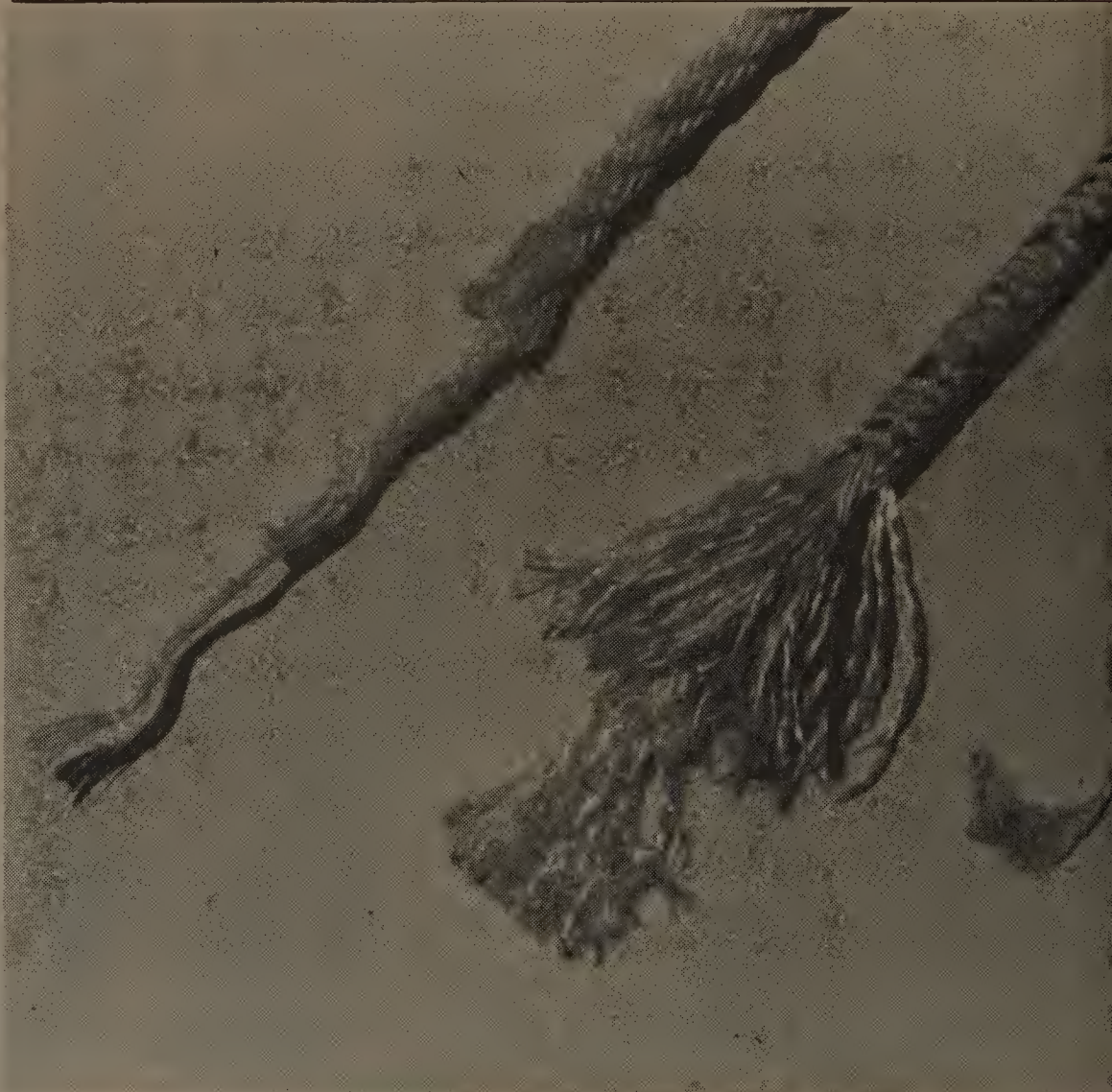
bends than parallel core. Incidentally, in most double braid ropes, the core carries most if not all of the actual load while the sheath provides protection from chafing,

Where rope is concerned, be glad for the march of progress.

abrasion and damaging ultraviolet light.

## Understanding the Language

A common misconception is that a rope's *tensile strength* represents the load range for which that particular rope should be used. Please do not make this mistake on your boat. It could be costly and even deadly.





Tensile or "breaking" strength is the amount of loading *at which a rope will fail*. In actual fact, if a rope is to have a long, safe and useful lifespan, its maximum working load should be many times smaller — typically 10 percent of tensile strength for three strand; 20 percent for double braid.

The major determining factor for working load is the *elastic limit*; the "point of no return" for the material in that particular rope. (More on materials later.) When a rope is stretched past its elastic limit, it undergoes a change in size and form known as *structural* or *plastic elongation*, or simply "stretch." This means that the rope no longer returns to its original size and shape when the tension is relaxed. It will remain permanently longer, thinner and most importantly, weaker. For example, stainless steel 1x19 wire rigging can undergo plastic elongation at 20 to 40 percent of its breaking

Some rope types: (l to r) Three-strand polypropylene; dacron double-braid; three-strand, three-phase nylon; nylon double-braid.



strength, while rod rigging reaches its elastic limit at about 80 percent. Thus, the safe working loads must be calculated within a material's elastic limits rather than by using the much higher tensile strength.

**A**nd don't forget to figure knots and splices into the equation. Tight turns or bends in rope under tension cause significant uneven loading of the rope fibers. To visualize this, think of the fibers on the outside of the bend as having to travel farther — three or more times farther — to take up the load. Meanwhile, the fibers on the inside are under compression, either against another section of line, as in a knot, or around a thimble, sheave or other solid piece of marine hardware, as in a splice. A bowline reduces a rope's strength by about 40 percent. Other knots can be even worse. A proper splice, one designed and recommended for a particular type of rope, will reduce breaking strength by only 15 to 20 percent

when properly done.

The most important factors in knot or splice strength are *fiber elasticity*, the ability to stretch, and *fiber geometry*, the direction of a fiber's weave or twist within a rope. In fiber elasticity, the more elastic a fiber is, the

A bowline reduces a rope's strength by 40 percent.

more it can elongate along the outside of our bend. The more it elongates, the more it transfers the load back to the inside fibers. This is why nylon, one of the most elastic of rope materials, makes the strongest knots. Where geometry is concerned, three-strand

## HELPFUL HINTS

To prolong the life of rope used as sheets and halyards, purchase a bit more length than you need. After it wears for awhile at a sheave or other hard turn, end for end the line and cut away the worn end. Sheaves used for exotic line should be a minimum of 10 times the diameter of the line. For more normal rope, the sheave size recommendation is about twice the *circumference* of the line. A 5/8-inch rope, which is about two inches in circumference, would therefore want to go around at least a four-inch sheave.

When selecting line, always follow the manufacturer's recommendations. If in doubt, go up one size. General rules of thumb regarding how much line to buy for specific uses are as follows:

| Use                       | Recommended Length                                                       |
|---------------------------|--------------------------------------------------------------------------|
| Genoa sheets              | 1½ times the yacht's LOA (length overall).                               |
| Spinnaker Sheets and Guys | 1¾ to 2 times LOA.                                                       |
| Topping Lift              | Twice the hoist plus the distance to the winch and tail.                 |
| Foreguy                   | LOA plus the length of the spinnaker foot.                               |
| Halyards                  | Twice the hoist, plus the distance to the winch and tail.                |
| Mainsheet                 | Dependent on the design of the system.                                   |
| Dockline                  |                                                                          |
| Bow Lines                 | 1½ times the beam.                                                       |
| Stern Lines               | 1½ to 2 times the beam.                                                  |
| Spring Lines              | ¾s of the LOA.                                                           |
| Anchor Line               | At least seven times the maximum depth you ever anticipate anchoring in. |

Keep in mind that the above are only recommended lengths. For special rigging systems or uses, pull a light line (mouse) through the desired length, then either measure that or take it directly to the chandlery. If you are in doubt about any measurements, consult your local rigger or chandlery. Chances are, one or both have dealt with your particular problem and have a solution.



# KNOWING THE ROPES



Rope (or is it line?) basics: the rabbit comes out of the hole, around the tree . . .

rope allows more freedom to shift, allowing more of the fibers to take tension. In double braid and hard-lay three strand, there is less freedom of movement and thus they are weaker when knotted.

Finally, there is *dynamic loading*, the force applied when a rope is tensioned suddenly, as sometimes happens when a boat surges against dock or anchor line in heavy weather. As this force can sometimes reach two or three times a rope's normal working load, dynamic loading can damage and weaken rope. This is especially pronounced in rope constructed of low-stretch materials, or in short lengths of rope where the ability to absorb the sudden loading is minimal.

## Materials

For hundreds of years, rope had been made of natural fibers, including hemp, manila, sisal and cotton. In this case, be glad for the march of progress. Today, man-made fibers have all but replaced the natural fibers in marine use, and they have proven superior in almost every way.

All modern synthetics can be had in either *continuous filament* or *spun fibers*. Size for size, continuous filament ropes are more abrasion resistant and 25 percent stronger, but tend to be slippery and therefore harder to control. Spun fibers — a large number of short fibers "spun" together — make a lighter weight, soft and easy to grip rope.

Nylon is the most common and most elastic of rope making materials. It will elongate by about 25 percent before reaching its elastic limit and so is a good choice where dynamic loading is expected. Nylon is resistant to ultraviolet light, freezing temperatures and, except under heavy

loading, chafing and abrasion. Nylon line doesn't float, which can be a plus or minus depending on whether you're grabbing for a heaving line or just got a spinnaker sheet wrapped in your propeller. Disadvantages are that nylon shrinks (about 10 percent) and hardens with age. The best nylon ropes are "heatset" or "preshrunk" to minimize those problems. Another con is that nylon loses about 15 percent of its strength when wet, and that it has a considerable amount of "whiplash" if suddenly released under tension. (*We once witnessed a destroyer's nylon mooring hawser fail. It put one guy in the hospital and might have killed him except that it stove in the side of a car on the dock first. — Ed*)

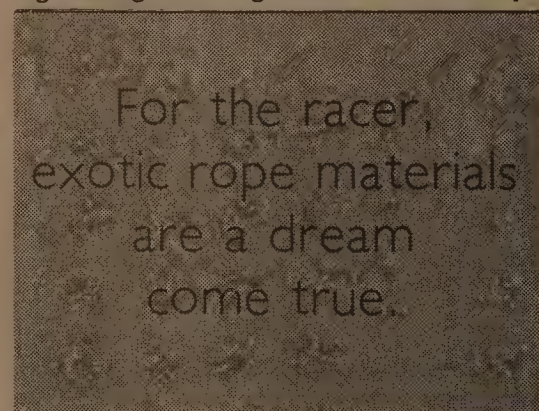
**P**olyester, sold under the tradenames *Dacron*, *Fortrel* and *Terylene*, is nearly as strong as nylon but has less than half the elasticity. It loses very little strength when wet (although it, too, sinks) and is the best of all synthetics for continuous exposure conditions. Like nylon, it has very good abrasion resistance. Unlike nylon, it grows softer with age. The combination of high tensile strength and low elasticity make polyester ropes ideally suited for all running rigging aboard a yacht.

*Polypropylene* is the least expensive of the synthetic rope materials. It floats and has good resistance to most chemicals, but has only about one third the tensile strength of nylon and very poor resistance to ultraviolet light. It is very stiff and slippery, holds knots

poorly, has a very low melting point and only fair chafe resistance. For all its drawbacks, however, polypro line has many uses aboard a yacht for such things as lashing lines, dinghy anchor rode, rescue system line (it floats) and other light duty uses. It is also fairly easy to monitor the condition of polypropylene line. If the rope fades or discolors, check it for "powdering", an indication that UV light has broken the polypro down and the rope has lost much of its strength.

In one of the latest high-tech rope developments, Samson Cordage is marketing a rope made from a material they call *Caprolan*. In the three-strand configuration, it is claimed to be 35 percent stronger than regular nylon three-strand, while in the double-braid it is up to 20 percent stronger than regular nylon double braid. This should make it very useful for anchor and dock lines where dynamic loading can cause premature rope failure.

For the racing sailor, the low stretch and high strength to weight ration of exotic rope



materials such as *kevlar* have been a dream come true. Some of these have a tensile strength of nearly twice that of nylon and an elasticity, or rather the lack of it, almost comparable to steel. In fact, many stretch no more than wire of equal diameter. The disadvantages of these materials is their high cost, their eccentricities — kevlar hydrolizes (softens) when it gets wet — the tendency for the fibers to cut into one another and very low resistance to abrasion. (To help, most have a polyester sheath to provide abrasion and UV protection to the exotic core.) Add to this the rope's relatively short lifespan and the need for special sheaves and splicing techniques and you have a rope that is not for everyone. Future development will undoubtedly make the exotics, and for that matter all rope, even more user friendly and long lasting in the years to come.

— gary l. hoover



# HENRI WAUQUIEZ

**CENTURION 42**  
NORTHERN CALIFORNIA PREMIERE  
BAY AREA BOAT SHOW,  
SEPTEMBER 13-21, 1986



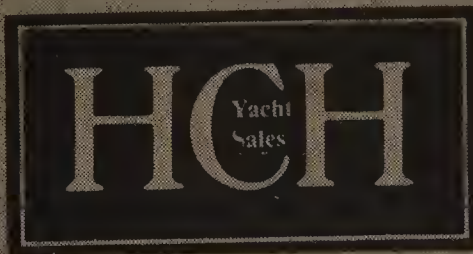
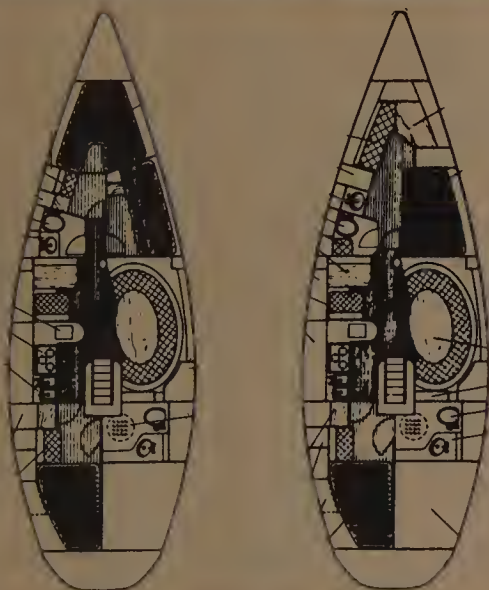
## CENTURION 42

Outfitted With The Following Equipment:

- ☐ External lead ballast
- ☐ Brooks & Gatehouse instruments (km, ds, wp, ws)
- ☐ Horizon USA II VHF radio
- ☐ Spinnaker, 150% jib, 135% jib, 100% jib, mainsail w/cover
- ☐ All Lewmar self-tailing winches
- ☐ Complete spinnaker gear (winches, sheets, poles, etc)
- ☐ Bass AC/DC electrical panel, 22 switches, 2 ammeters, 2 volt meters
- ☐ Taylor 4 burner stove w/oven, electric control switch, regulator, vented locker and tank
- ☐ Electric refrigeration, tile galley counter tops, double stainless steel sinks
- ☐ Hot and cold pressure water w/manual backup
- ☐ Teak decks, bow and stern pulpits, double lifelines w/gates, swim ladder, mooring line, and fenders
- ☐ Eight dorade vents and seven Goyot opening hatches
- ☐ Compass, pedestal guard, and wheel brake
- ☐ Cockpit has teak seats, grate, and coamings
- ☐ Anchor windlass w/30 meters of chain & 35# plow anchor
- ☐ (5) 102 AH batteries, 40 amp automatic battery charger
- ☐ Coast Guard approved safety equipment
- ☐ Two coats of Gelshield epoxy barrier and three coats of Micron 25 bottom paint — two-year warranty against blistering (osmosis)
- ☐ Five-year structural warranty covering the hull, deck, hull-to-deck joint, rudder, keel, and much more
- ☐ Commissioned, sea trialed, in the water, ready to go!!
- ☐ 10.75% APR fixed rate 15-year financing.

No points. No pre-pay. No balloon.

|                           |       |                      |            |
|---------------------------|-------|----------------------|------------|
| Length OA, f/g hull       | 42'2" | Beam WL              | 24,300 lbs |
| Length OA, incl. stemhead | 42'9" | Lead ballast         | 9,536 lbs  |
| Length OA, incl. pulpit   | 43'7" | Draft                | 7'8"       |
| Length WL                 | 33'2" | Sail Area            | 883 sq ft  |
| Beam                      | 13'4" | (100% fore triangle) |            |



1070 Marina Village Pkwy,  
Suite 107  
Alameda, CA 94501  
(415) 521-9222

**ALSO**



PRETORIAN 35



HOOD 38



CENTURION 40



AMPHITRITE 43



CENTURION 47



# MEXICO PRIMER

It's still late summer in Northern California, but sometimes along the coast you'd be hard-pressed to tell. Drizzly fog, days without seeing the sun — oh, it can be little depressing. The only way to clear the gloom is to start thinking about that cruise you're going to be taking — we hope — to Mexico this winter.

The following is *Latitude 38's Mexico Primer, Part I*. Hopefully it will make things a little easier for those of you sailing south for the first time. It's primarily based on our experience down there, which consists of a month's cruise with some friends in 1979, and then having a boat in Mexico each winter since 1981. We don't know everything, though, not by a long shot. So if anybody has anything to add or correct, please don't hesitate to drop us a note.

In years past we've taken a very orderly approach with our *Mexico Primers*. This year we're going to try something a little less structured. We hope you find it useful.

## The Situation In Mexico

As we all know, Mexico is undergoing a terrible financial crisis with no end in sight. Naturally some cruisers are wondering whether it's safe to cruise there.

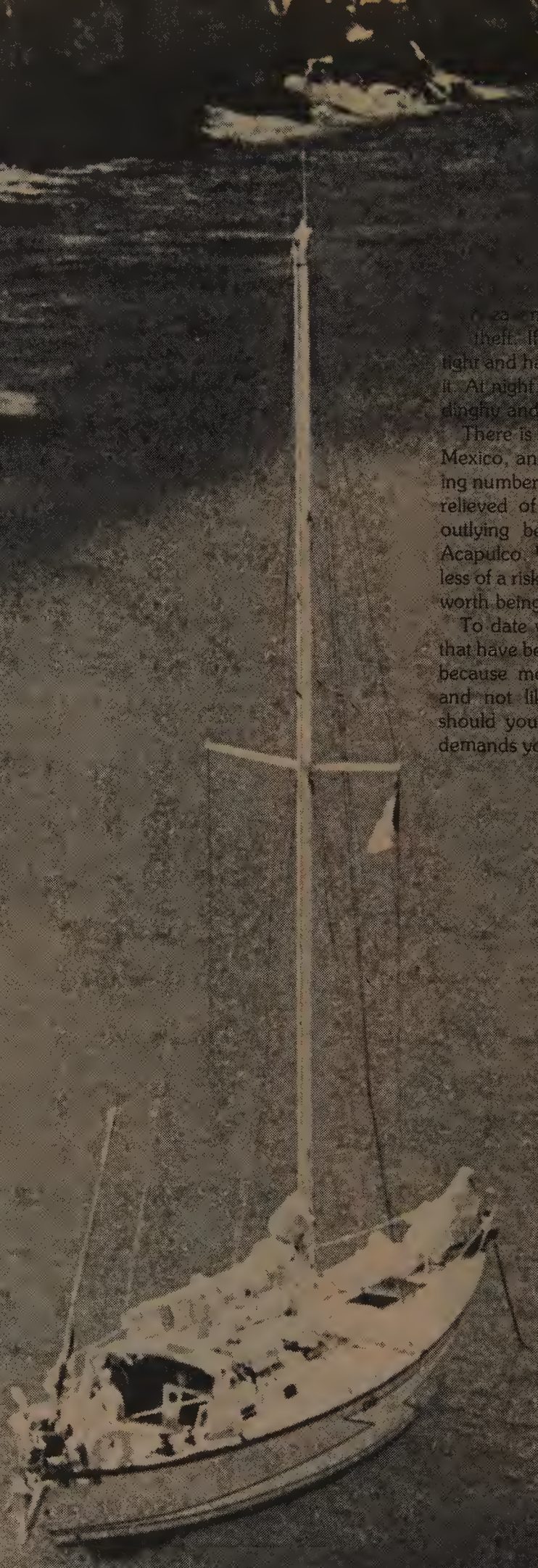
While we can't offer any guarantees, we think the answer is a definite yes. The huge majority of people in Mexico are the warmest and most helpful you'll find anywhere. We personally have no qualms about taking our family down there.

Nonetheless, we think some areas are safer than others. In general we think all of Baja is very safe. It's true there was a murder in Turtle Bay two years ago and sometimes there are minor incidents with drunkenly operated fishing boats, but we think these are extreme anomalies.

On the Pacific coast, the harbor area of Mazatlan has a deservedly bad reputation for theft. If you leave your boat, lock it up tight and have someone else keep an eye on it. At night, even if you're aboard, lock your dinghy and outboard on deck.

There is a bandido tradition in the hills of Mexico, and we've been hearing an increasing number of reports that tourists have been relieved of their jewelry and cash on the outlying beaches of Puerto Vallarta and Acapulco. We think it's a minor problem — less of a risk than most American cities — but worth being aware of.

To date we've heard of very few yachties that have been robbed. We think this is partly because most yachties look a little grubby and not like very good prospects. What should you do if someone with a weapon demands your valuables? There are different





theories. Ours is that most robbers in Mexico just want your valuables and not to injure you; we say give them the goods.

Weapons in Mexico? It's illegal to take guns into Mexico, and if you were caught with one — or heaven forbid! — shot someone, you'd be in deep poop. As an alternative, we suggest Mace. It's not going to win a standoff with a guy with a gun, but would be extremely effective in getting unwanted visitors off your boat.

Usually the biggest problem for yachties is the stealing of inflatables and outboards. Vigilance helps, but unless you're going to restrict your activities terribly, there will be plenty of times you'll just have to leave them to fate.

### Required Reading for Mexico Cruisers

We strongly recommend *ChartGuide Mexico West* and *Charlie's Charts*. These are the two most popular guides to cruising Mexico, and in our estimation the best. Quite different, they're each useful in their own way.

We always enjoyed Leland Lewis' *Baja Sea Guide* also, but it's not back in print yet. If you can lay your hands on a good used one, it would enhance your enjoyment of that area.

If you plan on sailing the middle part of the Sea of Cortez, particularly on the east coast, Gerry Cunningham's *Cruising Guide to San Carlos* and various charts are not only good, they're the only game in town.

We've always carried the *Sailing Directions* for this area, but never once have found it helpful.

For information, background, and pleasure, you'll want to read *The Log of the Sea of Cortez* and *The Pearl*, both by John Steinbeck. The former is non-fiction, the latter is fiction; both are excellent. After *Jaws* and *The Island*, Peter Benchley wrote *The Girl from the Sea of Cortez*. It's not the most gripping story, but it's interesting if you get up near La Paz and Isla Partida.

To develop a better understanding and appreciation of the very foreign culture you'll encounter, you must read Carl Franz' *People's Guide to Mexico*. Packed with tons of useful information and anecdotes, it's a down home kind of book you can open to any page and start reading.

### When to Leave

We're going to have more details on where and when to go, but what follows is a broad outline of our recommended itinerary.

October 2 — Stop by the Sausalito Cruising Club for *Latitude 38's* Annual Cruising Kick-Off Party. Starting at 1800, there'll be some free Mexican chow and other goodies. Everybody is welcome.

October 3 to 10 — Weather permitting, zip down the coast to the Channel Islands for anchor practice. Early October is the time to get south of Conception.

October 11 — Stop by Sara's Marine in Newport Beach for their all day Cruising Kick-Off Party.

October 12-25 — Sail out to Catalina. It's the offseason so the crowds are gone, making it's times like this when you know all the time and effort were worth it. Swimming naked in the warm, clear waters is like being in the Relaxation Olympics.

ing this a great place for more anchoring practice. It's also a good way to stay away from the mainland, where the cruising kitty funds seem to evaporate.

November 1 — Stop at Pacific Marine Supply in San Diego for the original Cruising Kick-Off Party. Lots of food, door prizes, etc.

November 6 — Leave for points south. Why November 6? Well there's never been a November hurricane, so it's safe to leave. (Some folks prefer to wait until December, but we think there's a greater chance of southerlies then). As a bonus, you get to be overtaken by the Cabo Race fleet which departs Los Angeles two days later. It's fun being in a busy — sailboat busy — ocean. If you've got a SSB radio you can listen to the daily position reports and gossip.

Thanksgiving — If you're a hard-charging cruiser, you can make it all the way around the Cape and up to La Paz by turkey time. Most days are still warm and the water temperature is just fine. But beware, you may have to bash through a Gulf norther to get there, and you may have to endure a couple while in La Paz.

If you're a more relaxed sort, you can spend the early part of November working your way down to Cabo, arriving just in time for Turkey day. Usually there's a yachtie get-together on the beach in front of the Hacienda Hotel. Cabo never gets cold, and Thanksgiving is a great time to have friends fly down. They should make reservations now!

If you don't leave San Diego until December, it's no big deal. You can spend most of the month day-tripping to Cabo or sail straight down. When Cabo's crowded — from Christmas on — it can be a drag after a few days. In the early season, we could spend a month there hanging out on the beach, detoxifying ourselves from California life.

Christmas and New Years — On both these holidays there are big yachtie get-togethers on the beach in La Paz and Cabo. Because the one in La Paz is often chilly, we recommend you join the much larger group in Cabo. Again, these are great times for friends to come down and visit, but reservations must be made immediately.

January 8 — Start the new year right by sailing direct from Cabo to Zihuatanejo, your southernmost destination for a season in Mexico. Why so far south so soon? Two reasons: guaranteed bath-tub warm water and air, and no crowds. The same cannot be said for the Sea of Cortez, where gale force northers can make things miserable and cold for days at a time.



# MEXICO PRIMER

January 8 thru March 8. Spend this time cruising the mainland coast Z-town and San Blas, the latter your jumping off point for Baja and the Sea of Cortez. The area between Z-town and Manzanillo isn't that fertile for cruising, but between Las Hadas and San Blas it's terrific. More details in future issues.

March 8 — Depart San Blas — skipping Mazatlan — for Cabo San Lucas. It's good to see Cabo again.

March 20 — Depart Cabo for La Paz.

March 30 — Tentative re-scheduled date for the Fourth Annual Sea of Cortez Race and Cruise Week, which starts in La Paz and ends up at Isla Partida. A great place to meet lots of other cruisers. Originally it was slated to start Easter Sunday; that was before anyone realized how early Easter falls in 1987.

April — Sail north into the Sea of Cortez. It's warm now, and swimming, boardsailing and diving are terrific. If you're going to spend the summer here, you've got a couple of more months of good cruising before it turns hot as Hades. If you're headed back to the States, hurricane season dictates you leave Cabo by the middle of May.



sophisticated wind and speedo, gizmos, sonar, Omega, navigation computers, brass and plastic sextants — as much as there was room for aboard the boat. The problem is that neither you nor we have the space or money to buy even half those goodies.

But don't despair, because the good news about Mexico is that you could probably get along fine without any of the stuff. Seriously.

onshore sets, poor visibility and the proximity of land. Avoiding all three of these problems is a cinch: sail 100 miles offshore until you're almost to Cabo. The approach to Cabo is easy, because the whole stretch of coast for 60 miles — as is the case with most of Mexico — is backed by tall mountains you can see from many miles offshore.

What to do if you get lost? Be thankful you're not trying to make a landfall at Kauai, the Tuamotus, or New Zealand. And relax, because all you have to do is sail east-northeast during clear weather and sooner or later Baja or mainland Mexico will appear before your eyes. Naturally you'd stand off at night or in thick weather.

The other big safety feature of Mexico is the lack of fog and haze. Once you get down to Cabo San Lucas, you're more likely to see teeth on chicken than fog. True, we've been socked in at both San Blas and Puerto Vallarta, but they were the only two days in the previous 800 and both days turned brilliantly clear by noon.

While a clever sailor could get along with very little or no navigation gear, you're probably going to want to carry some. In order of importance, we suggest the following:

1. The appropriate full size charts. If you're on a severe budget and are a superior navigator who takes no chances, you might be able to get away with *ChartGuide West*, but we don't recommend it.

2. A boxed compass and a hand-bearing compass. Don't leave until your main compass is boxed!

3. A calibrated knotmeter, preferably with a log. You should also learn to judge the speed of your boat without a knotmeter; you'll be surprised at how quickly you can become accurate.

4. A large logbook that you make entries in every hour while underway or whenever



That's our recommended itinerary. You certainly don't have to follow it, hardly anybody does. But if you want good weather, you've got to follow the basic outline.

We'll have more details on where to stop, provision and have friends visit in future issues.

## Getting the Boat Ready — Navigation Gear

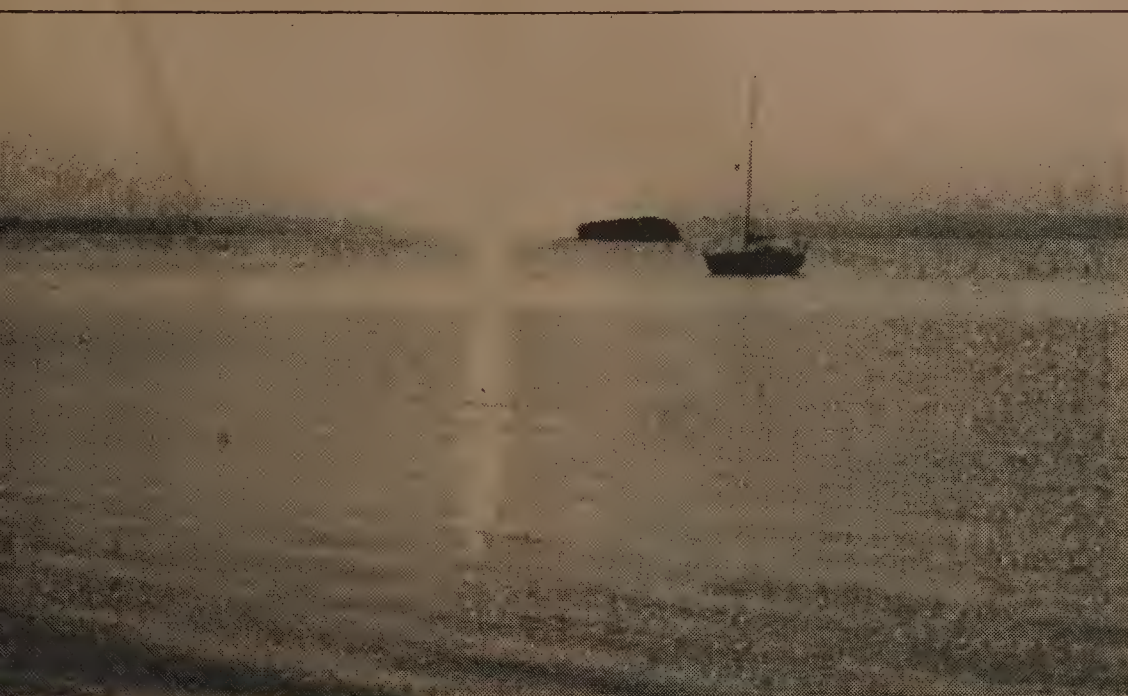
If we could have our wish, we'd cruise to Mexico in a huge boat, loaded down with all the goodies: SatNav, Loran, radar,

While winds are often light, there's still plenty of good sailing in Mexico.

Although we don't recommend it, an experienced and cautious skipper could probably cruise to and in Mexico with nothing more than a compass and *ChartGuide West*. The reason is simple; compared to most other cruising spots in the world, there are few hazards.

Not only are Mexican coastal waters deep, they are mostly free of tricky offlying dangers. Most boats get into trouble between San Diego and Cabo San Lucas, victims of





there is a significant change in course or speed.

5. A sextant, the appropriate tables, and the knowledge of how to use them.

6. A SatNav. Anything but necessary, expensive and subject to failure, SatNav's are nonetheless entertaining as hell. When they work — and most do most of the time — they take a load off your shoulders. But we've been lied to before, so no matter how well your SatNav appears to be working, always keep a DR and double check it against the SatNav positions. If the SatNav says you covered 60 nautical miles in the previous hour, believe your DR.

Lots of cruisers already have Lorans on their boats. The bad news is that these will only work about as far south as Cedros Island, after which they can start to give misleading information. Don't buy a Loran for cruising Mexico!

7. Radar. We've never used one, but the folks that have newer ones rave about them. They can help you avoid shipping while in the fog off northern Baja, and they're said to be excellent — once you learn how to 'read' them — when making landfalls. There have been dramatic improvements in radar in recent years; they cost less, provide better images, and use less juice.

8. A depthsounder. Some cruisers would put this piece of equipment right up there with the knotmeter. Most of the time we've spent in Mexico we've either had no depth-sounder or it wasn't functioning. We used a leadline and never missed the electronic counterpart.

### Other Electronics

We're going to assume you have a functional VHF radio. If you don't, get a good synthesized one. In addition to serving all the functions it does up here in the States, the

Sundown. A time to give thanks, thanks that you're not on a freeway in California.

VHF is your local phone system south of the border. Don't leave home without one.

You'll also need a radio capable of picking up high seas weather broadcasts, be it a shortwave, SSB or ham radio. You can get a little shortwave receiver that would be satisfactory for about \$100; it's also good for listening to the BBC, Radio Moscow, Voice of America and all the other propaganda. A ham radio — and license — is more trouble and expense, but well worth it. Unless



Inadequate ground tackle was the cause of several boats going up on the beach at Cabo in 1982.

you've got money to burn and need to make a lot of business calls back to the States, a SSB radio is not worth the considerable expense.

### Emergency Equipment

If your boat sinks, you're going to want something to get into until help arrives or you make it to shore. The ideal situation is to have both a liferaft and a seaworthy dinghy.

If you don't have the bucks for both, we'd suggest a good inflatable dinghy with a strong outboard. You're going to want this for Mexico anyway, and it gives you the maneuverability to either make your way to shore (which usually isn't that far away when cruising Mexico) or to find another vessel (there's lots of cargo ships, cruise ships, fishing boats, and pleasure craft off Mexico in the winter).

The drawback of an inflatable dinghy is that it's not as seaworthy as a liferaft.

If you do decide to use an inflatable dinghy as a liferaft, invest in a high-quality one and make sure you prepare a 'survival pack' that's always handy. Along with all the other necessary items, such a survival pack must include something to protect you from the sun and plenty of water. Until you've sailed in the tropics, you have no idea how the sun can burn and dehydrate a Northern California body.

An EPIRB is also nice. Cruisers on tight budgets have been known to go without them, though. If you have to go without, take heart in the knowledge that the huge majority of boats lost off Mexico don't sink offshore, they break up on beaches and rocky shores. And as we mentioned above,

there's plenty of vessel traffic off Mexico. With any luck a MAYDAY on VHF means you'll be rescued by the *Love Boat* or some other luxury cruise ship.

But don't get us wrong, we believe that safety gear rates a top priority. We've always carried a liferaft, an EPIRB, an inflatable dinghy, man overboard gear, safety harnesses and plenty of flares.



# MEXICO PRIMER

## The Most Overlooked Equipment

First-time cruisers rarely bring enough anchors, chain or rode. Nor are the anchors, chain and rode big enough. On our 24,000-pound Freya 39, our primary system is a 45-lb CQR attached to 500-ft of

abuse; one that won't break when the wind and current flow in opposite directions, one that won't let your anchor chain leap out of the guides, one that won't bend in a blow.

ALL PHOTOS LATITUDE 38



3/8-inch chain. We've got three big Danforths as backups, each with 125 feet of 3/4-inch nylon and 50-ft of 3/8-inch chain. And we carry a smaller Danforth for a lunch hook.

Wretched excess? Most of the time, sure. But not during a spirited session of the La Paz Waltz, or when you're on a lee shore and don't really want to leave, or when you're in a crowded anchorage, or any other number of situations. When you need heavy duty ground tackle for that good night's sleep or extra margin of safety, you'll be glad you didn't skimp.

And remember, Mexico is not California, so you'll virtually never be tied up at a berth or dock. Thus your ground tackle is almost constantly the one thing that keeps your boat from destruction.

Fellow cruisers will also appreciate your having adequate anchor gear. During the tragic Cabo storm of 1982, several boats that were holding well were broken free and dragged ashore by boats that had inadequate ground tackle.

An important part of your ground tackle is a 'shock absorber'. Without one your anchor chain may snap in lumpy conditions. If you don't know how to make one, a good chandlery can help you out.

Even more overlooked than good ground tackle are good bow (especially bow!) and stern rollers. We've yet to see an adequate one that came stock on a boat. You need an oversized bow roller than can take plenty of

While in Mexico you can live the high life at Las Hadas . . .

How are you going to hoist up the heavy anchor and rode? Some folks just walk up on the bow and pull it up. It's amazing how big a rig a couple of motivated people can haul up. But not everyday. And not when there's 400-ft out. And not when the engine's down and they can't motor up on the hook. And not if they don't want to be home two weeks after the start of their cruise for a back operation. You need a windlass.

Some cruisers prefer manual windlasses. We suppose they're fine for smaller boats and for folks who like to keep things ultra simple. But we think it's false economy. If you read the article on Peter Sutter last month, you'll remember how he said he'd give up everything else on his boat before he'd give up his electric windlass. We're with Peter. When bringing up the anchor is no more difficult than stepping on a button, you don't hesitate to hop from one anchorage to another, nor do you remain in a marginal anchorage just because you dread the thought of hauling the anchor in.

Also greatly overlooked are dodgers and sun covers.

Dodgers give you a great place to get out of the wind, whether you're beating to weather or just sitting out a cool evening breeze. They also make the interior of your boat much bigger. You don't have to have one, but they sure are nice.

Another thing you don't have to have is a sun cover. But you're crazy if you don't get one. They'll be times when you'll just want to relax in one place a week. During that time you don't want to have to be imprisoned below by the onslaught of the tropical sun. An easy to assemble and disassemble boat awning is a real comfort.

Do you have a good boarding ladder or system from getting directly out of the water and onto your boat? You're going to want one very badly. The hull shape of our boat allowed for the installation of a single stainless step near the waterline, neatly solving the problem for us. We suggest you try it on your boat; as we've never seen a boarding ladder we really liked.

You must have a fuel filter for when you pour fuel into your tanks. Often times Mexican fuel has water or sediment; you don't want it in your engine. Such filters are easier to find in San Diego than Northern California.

You also need extra fuel line and engine fuel filters. Take plenty, like at least a dozen of each. Then write down the numbers and where you got them so you can obtain more quickly.

We're assuming you have a good spare parts kit for your engine. And your outboard.

We're also assuming you've a good first aid kit aboard. Something with more than band aids and tongue depressors.

## The Dinghy & Outboard

If you didn't read Jane DeRidder's article on dinghies and outboards in the August issue, we suggest you do. Like so many who have gone before, the DeRidders originally thought that rowing was more 'natural' than using an outboard. That's probably true, but it's entirely beside the point. You need an outboard powered dink in Mexico as much as you need an automobile in California.

How big an outboard? If you have a 2 hp you might as well be rowing, so we recommend nothing less than a 5 horsepower outboard. If your dink can take it and you have a simple method for on and off loading it, a 15 hp would be sensational. You won't realize it until you're in Mexico, but the extra horsepower opens up whole new horizons. And the good news is that if you shop carefully, a 15 hp doesn't cost *that* much more than a 5 hp.

We don't mean to infer anything disparaging about other brands, but the modern Evinrudes as well as Suzukis and Hondas get



rave reviews. Treat one of these babys well and you'll get hundreds of hours of great service.

Most cruisers in Mexico take inflatables, although plenty of good arguments (see Jane DeRidder's article) can be made for hard dinghies. Inflation or hard dinghy, always bring the biggest you can comfortably stow on your boat. When our 13 foot inflatable gave up the ghost a couple of years ago, we replaced it with an 11 foot model. What a terrible mistake! The bigger one was faster, drier, and could carry more cargo and people — none of which was offset by the slightly lower price and effort necessary to haul the smaller one on deck.

Choosing the right inflatable would tax the wisdom of Solomon. There are so many styles, brands and price ranges. Two tips: Get one with a hard transom; you'll need it for your 5 hp or more outboard. Secondly, don't sacrifice quality for price in an inflatable, it's a bad bargain. A few years ago high prices didn't always guarantee high quality, but we think that's been straightened out.

### Sails

You don't need a lot of sails to cruise Mexico — four should do — but you do need variety.

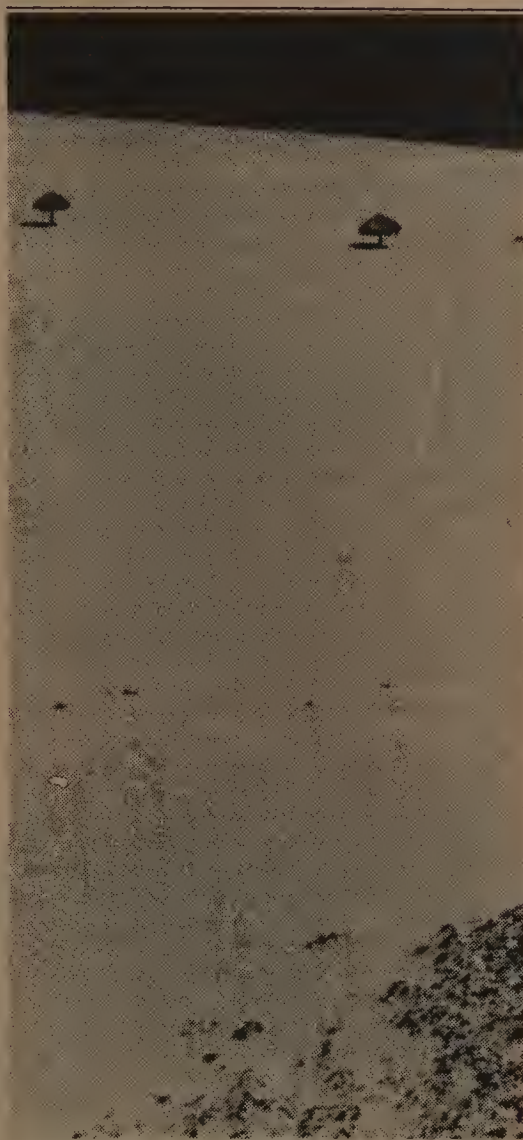
Naturally you need a main in good condition. It's got to be set up so you can reef it quickly and with confidence in the black of night. If it's got a third or fourth set of reef points, it can probably qualify as your storm sail. If your main is old, take it to a sailmaker for restitching. It's the thread that always goes first, not the material.

You must have a heavy air jib. A number 4 that could reef down to a number 5 or to a storm jib would be ideal. You'll probably never use this while cruising in Mexico, but it might be essential during the beat back up the coast to San Diego and then San Francisco.

Your primary headsail will be something like a heavy number 2. The winds in Mexico are predominantly light, so you need the sail area. By the same token, you don't want too much sail, because you're cruising and don't want to be changing sails all day long.

If you're going to get roller furling, make sure you get a system where you can change sails easily. And learn how to furl in a blow.

The fourth sail would be one of those multipurpose nylon sails that's half-spinnaker, half light air genoa. There's lots of very light air in the Sea of Cortez and south of Puerto Vallarta, during which times these



... or detox from the fast life at one of Cabo's huge beaches.

sails are great. For non-racers who wouldn't dream of carrying a spinnaker, these multipurpose sails can put some excitement in the run from San Diego to Cabo.

For those of you who enjoy performance and hate to motor, there are many times in Mexico when there's no substitute for a spinnaker. This is particularly true for the San Diego to Cabo run, during which you can often carry the chute for the entire trip. It's likely to be the most exhilarating sailing you'll do all season, so don't miss it!

### Windvanes and Autopilots

As with most things on boats, one of these is great but both would be even better.

If you're going on to the South Pacific or Panama and had to choose between the two, we'd take the windvane. If you're just staying in Mexico, it would be a tougher decision. Some folks do lots of motoring in

Mexico, and in our opinion there's nothing more dreadful than having to steer while motoring. At least steering when there's wind is fun. But for the long beat back to San Diego, we'd rather have the windvane.

If you have the funds for neither, don't worry. We know several sailors who could easily afford both but took neither; they enjoy steering too much.

### Stuff You Definitely Don't Want In Mexico

Unless you've got a watermaker, your pressure water system has to go. Pressure water systems waste two valuable commodities; water and electricity. Getting water in Mexico is usually a rude awakening for first-time cruisers, who never dreamed that virtually all the water you use in Mexico has to be brought aboard in jugs. By you! Cruisers quickly learn to institute severe water conservation measures.

If you have a watermaker, it's an entirely different story. If there's one luxury to have in Mexico, it's a watermaker. There aren't many single women in Mexico, but if you have a watermaker aboard, you could start a harem.

We mentioned saving battery power. The second thing you don't want on your boat are high draw regular bulbs. Replace these with fluorescent lights, preferably ones that have both a red and a white bulb.

### In the Galley

1. If you've got an alcohol or CNG stove you're going to have to change it. Propane is the stove fuel of choice. Yes, it's highly explosive, so you want an excellent installation and to check for leaks from time to time.

2. Bring millions of matches. They don't give the little books away in Mexico, they sell them.

3. Buy lexan utensils. They're strong, sharp and cheap. 'Stainless' utensils tend to rust in a matter of weeks, and there are few less appetizing spices in the world than rust.

4. Bring rebuild kits for the galley foot pumps. These pumps get far more use than they've ever known before and fail frequently. At least ours have.

5. Buy a pressure cooker. Not only does it save time when preparing food, but it saves stove fuel. And you're going to have better things to do than get your propane tank filled.

6. Refrigeration? Like getting married, this is a personal decision.

Is all this superfluous because you can't afford a big cruising boat? Stay tuned for next month's *Cruiser For A Small Budget*.

— latitude 38



# AS YOU SEW,

PHOTOS COURTESY OF 'NALU IV'

I will never live down hauling a Singer 327 portable sewing machine all the way to Honolulu in the 1983 TransPac only to discover the bobbins were still in California. That oversight made the planning of sewing equipment for our circumnavigation very serious business.

The most highly-touted and well-known sewing machine to cruisers is the Read machine from England. Much of its popularity is due to the fact it can handle variable voltage and comes with a hand crank when there's no juice at all. However the Read machine is expensive, and some sailors claim it does not live up to its reputation.

Intimidated by my lack of knowledge of machines, my previous performance, and the fact that the only machine recommended was not totally foolproof, I decided to launch my own sewing machine investigation.

Since our onboard sewing machine would primarily be used to repair sails, I reasoned the logical place to begin my investigation was at a sail loft. Wrong! The large, gear-driven, table model machines used at most lofts are too large and require too much electricity for onboard use. But my visits to sail

refrigeration and electronics. Because of the sparse distribution of parts and service centers, off-brands, private labels and limited national brands generally were rejected as not being practical.

Since the more complex a device, the more likely it would become a problem, we decided our sewing machine had to be an in-



ternationally distributed product that could be maintained and — if possible — repaired on the boat. That immediately ruled out the new electronic models on sale at the discount houses and chains. In fact, it appeared that all brand new machines were fairly sophisticated because they did everything but cut the material — and some even do that!

My first onboard sewing machine, the Singer 327, was a simple, straight and zig-zag portable that went forward and backward. The drawback was that the construction and parts were too light. Even under hand power, it could not push thread through four or five layers of dacron. It was alright for light canvas and household sewing, but that seemed to be the limit.

With a piece of eight-ounce dacron in hand, I proceeded to visit various sewing machine stores. Some people shook their heads when I described my needs. Others instantly tried to sell me every machine in stock, starting with the most expensive. Several times I came close to buying an old Elna, Singer or Home machine, but either they were not quite strong enough or they could not be serviced.

Then a friend suggested I ask about a Pfaff machine, because they were made in Germany, because they were distributed worldwide, and because she recalled someone mentioned using them for sails.

Using the yellow pages, I talked to Pfaff dealers and was finally told about one of their machines that might be the answer; it was a zig-zag model, but it would also be hard to find. The Sewing Machine Center in Daly City was the store that told me the model I wanted was the Pfaff 130. They told me they had a waiting list for them, and one would cost over \$400. Imagine, paying more for a 30-year-old machine than for a

brand new one!

Finally I located a Pfaff 130 in Oakland, and took my dacron and went for a test drive. The store owner realized I was serious about the purchase and avoided quoting a price. He finally came back with \$350, but the machine did not have a hand crank attachment nor did he want to recondition it.

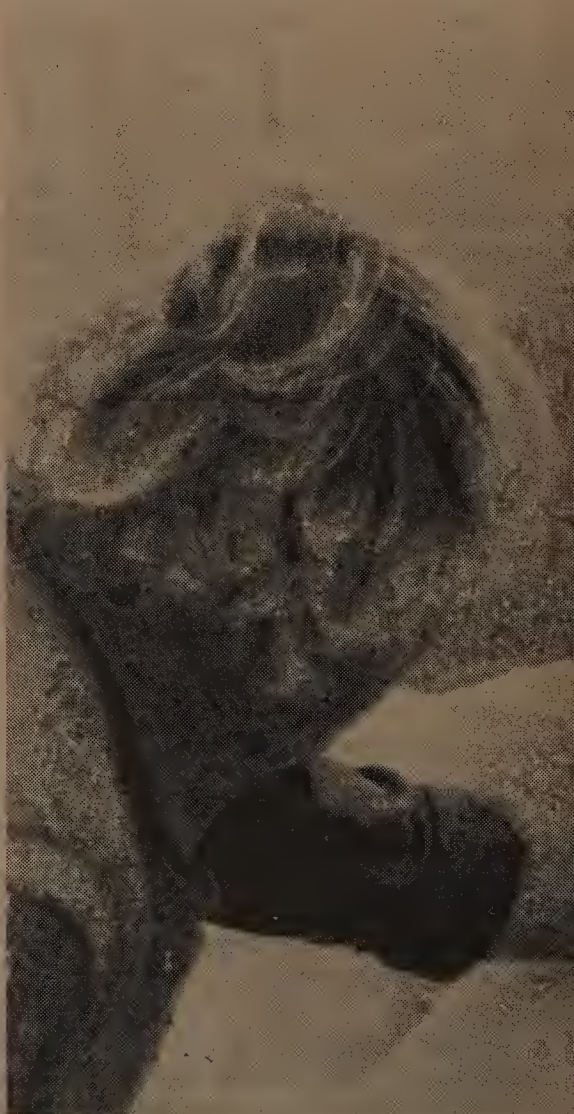
Then one day I accompanied my husband, Jim, on a business trip to Stockton where I ran the yellow pages for Pfaff dealers. There we were able to locate a Pfaff 130 that had been traded in on a new machine. The manager seemed only casually interested in selling the machine. He finally explained that he had an automatic buyer for it, an outfit in St. Louis that guaranteed \$300 for any Pfaff 130 regardless of condition. The St. Louis concern buys all the 130's they can for \$300, reconditions them and installs a table top and hand crank and then sells them in India and Sri Lanka for \$1400 each. That explained the scarcity of this antique.



Women's liberation means you get to sew sails, canvas, and clothes.

lofts were not wasted because they generated some useful questions raised by the sailmakers; how extensively would I use the machine, how many layers of cloth did I need to sew through, and how and where did I plan to obtain service and parts?

The question of how and where to get service and parts was an issue not restricted to the sewing machine. It had been asked with respect to engines, generators, cameras,





# SO SHALL YOU SAIL

An hour and a half later we left Stockton with a Pfaff 130 which had been reconditioned under our watchful eye (we took notes, too). A hand crank attachment and flywheel were ordered to come in a few weeks. The machine was \$300; the flywheel and crank were \$37.

Back at the Pfaff Sewing Machine Service in Oakland, I talked to Peter, the head mechanic. He told me that he'd heard of the machines being used on boats to repair sails. When quizzed on what spare parts and service would be required, he advised that I get the oil, cleaning brushes, tiny screw driver, extra drive and bobbin belts, a bobbin case, and lots of bobbins and needles. In addition, I purchased a back-up motor for \$17. Since we have a Honda generator and a new 100v inverter, I knew electric power would be available at least some of the time.

The needles I have range from fine (No.

It's surprising but a sailboat cockpit is almost identical to a sail loft floor.

10) to very heavy (No. 18) plus leather needles which actually cut holes in the fabric. The needles carry medium weight thread easily but balk at super heavy thread as it goofs up the tension. Broad rows of zig-zag stitches spread the load so it is a good substitute for super heavy thread.

Because the Pfaff is a domestic machine, it is hard to feed heavy sails through without help. The narrow throat requires rolling the material and having one or even two sets of hands guide the cloth. Using the machine on the cabin top while the operator stands in the companionway is a fair approximation of a loft floor and works pretty well for the big sails.

We've spoken with Beau and Anne Hudson on the Freya 39, *Lionwing*, who have sold their Read and bought a Pfaff 130. The only problem they report to date is making sure the needles are in the right way. If they are put in backwards — they will fit that way

— the thread is easily shredded. After solving this one problem, they are enthusiastic about their machine.

Because the Pfaff can be operated at either 50 or 60 cycles, with a European transformer the machine can be used electrically worldwide. With the hand crank it



The captain supervises.

can be used anywhere in the world, even where power is not available or when the ship's batteries are low.

We still believe the sailmakers can do the best repair jobs for us, but we've had to make do without. We tore our main at the top seam and batten as well as across the seam above the foot as we came down the coast of California. It was baptism by fire to take the main from our 70-ft mast and push it through the sewing machine. Hopefully, we won't have to do it too often, but it's reassuring to know we can manage if need be.

With maximum effort, the Pfaff 130 can sew eight layers of eight ounce dacron. Of course ordinary tasks like making and repairing flags and pennants, putting new plastic windows in the dodger, and repairing canvas are easy with our machine and inverter.

The only drawback we've found to the Pfaff 130 is that it's relatively heavy even though it's called a portable. While it doesn't occupy any more space than other portables, it weighs between 35 and 40 pounds — about twice that of newer models.

Was it worth all the time, effort and dollars? We think so, although we'll know better in a few years.

— diana green jessie





# CHARTERING — THE ONLY WAY

Are you tired of seeing your friends sail out the Gate on a long distance ocean race? Wouldn't you rather be sitting on the high side than waving good-bye from a spectator boat? Well, being out there with them is possible, and you don't have to be a rock star, a sailing professional or a millionaire to

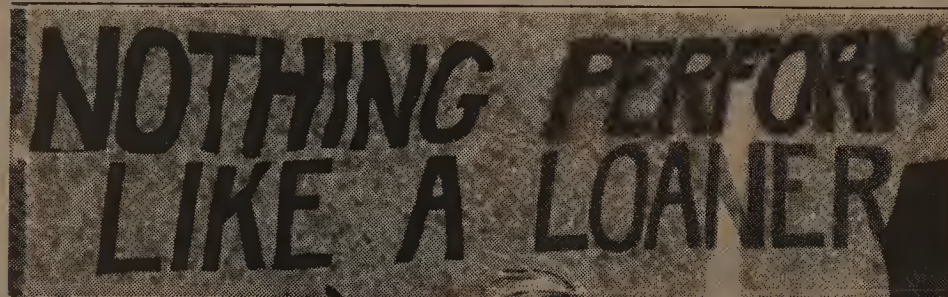
for the Victoria-Maui race. He tried again in '82 with the same results. Finally, in 1984, the tide turned. He was able to charter the

boat she wanted, but she started researching what boats were available about ten months before the July 4 starting gun. She started by looking for charter ads in local boating magazines, but that didn't prove too successful. Next she tried the "I'm interested-in-this-kind-of-boat — what-do-you-think?" approach on her friends. That eventually led her to *Sweet Okole*.

"I made a lot of phone calls, and did a lot of chatting around. I had a booth at Svendson's flea market and I was next to the Jensen's of *Sanguind*. I got talking to Jerry and he offered me his boat for charter," says Bobbi. "When I finally got back to him, though, he changed his mind because he wanted to do the Pacific Cup."

Along the way, she made inquiries about the Express 37 *Secret of NIHM* and *Merlin*.

The more co-charters you have, the lower the cost per person. 'Charley' is pictured below with a full load.



A sign on a boat at the Ala Wai following the TransPac.

do it. What you need are good organizational skills, preferably an unflappable personality, plenty of time, a group of friends willing to share the expenses — and upwards of \$3,000.

Okay, you have all that. Now what? To quote Bill Lee, "To charter is smarter."

There is something about chartering a boat for a race that smacks of the old Judy Garland-Mickey Rooney movies where someone says, "Hey, let's put on a play!" Hollywood makes complicated productions look simple. But, "Hey, let's race to Hawaii" (or Catalina, San Diego or Mexico — you fill in the blank), said with the same enthusiasm is a whole different kettle of fish.

Don't for a minute think all you have to do is write a check, pack your seabag and hop on board. It is more complicated than that, but well worth it if you want to finally get you and your buddies out on that long distance ocean race of your dreams.

The easiest part of the whole project is at the beginning — the picking of the race. Where do you want to go? Most northern Cal sailors like to head for warmer climates — down south or points west. In most cases, the only drawback is allowing enough time — not for the race, but for organizing the trip. Some racers think six months before the starting gun is barely enough time to get it together. A good number of people start their planning at least a year in advance.

Once you've chosen a race, then the work begins — picking a boat. Some people know exactly what they want — big and fast. For example, seven potential charterers are already on the waiting list for *Blondie*, the Santa Cruz 70, for the 1987 TransPac.

Six years ago, Ben Choate wanted to race *Merlin* across the Pacific Ocean but the legendary 67-footer was already chartered

boat and set a record in the Pacific Cup that year.

Things were a bit different for Bobbi Tosse of Berkeley who chartered Dean Treadway's *Sweet Okole* for last month's Pacific Cup. She wasn't sure what kind of





# TO DO BIG RACES?

Then she went to an IOR meeting and someone asked if she had tried *Sweet Okole*.

"I didn't know anybody on the boat or the owner, so it was kind of scary. But I finally just called him up and asked," said Bobbi.

Dean Treadway's reply was probably typical of most who don't usually charter their boats: He hadn't thought about it.

What appealed to Bobbie about the Farr 36 was its manageability. "I looked at the Express 37 but it seemed too big. For me, I have to be able to drive. I didn't want to sit there and watch everybody else. When I saw *Sweet Okole*, I said 'that's my size.'"

While making the calls to find a boat, one thing comes through loud and clear. Chartering a boat with a reputation for speed and winning may be smarter, but don't expect it to be cheaper.

"I remember going to Honolulu years back



and talking about standing on the stern and tearing up \$100 bills. On later races, we talked about tearing up \$1,000 bills," says

Harvey Kilpatrick, a Monterey insurance broker who has raced to Honolulu seven times.

While chartering isn't cheap, it's a good value. After the race party moments like the one above are remembered forever.

"Now if you charter a 50-foot boat with a couple of sails, add that to the crew expenses and make the crossing in ten days, you can spend about \$50,000. So now you're talking about tearing up \$5,000 bills every morning. If you are not having much fun for \$5,000 a day, you better go do something else."

This year, for the Pacific Cup, the asking price for an Express 37 was \$25,000. *Sweet Okole* went for \$10,000 with an additional \$3,000 return fee, bringing the basic total to \$13,000.

In case you're interested, the popular Santa Cruz 50s run about \$10,000 to \$12,000 for a Mexican race or a Big Boat Series; \$6,000 to \$8,000 for a Catalina race; and \$15,000 to \$20,000 for a Hawaii race. Bill Lee's Santa Cruz 70s go for about \$40,000 for a Pacific Cup and \$60,000 for an LA TransPac.

If these figures leave you weak in the knees, you're not alone. But they are the going rates.

"A charter fee for a good boat is much more than most people expect. When that number surprises someone, it should alert them that they don't understand the implications of what they are doing," said Paula Blasier of Corlett & Blasier, Northern California dealers for Express, Olson and other lines of yachts.

"Many people think they can't afford to own a particular boat, so they try to charter it. When they hear for example that an





# CHARTERING — THE ONLY WAY

Express 37 in proper condition for a TransPac is \$25,000, they decide not to do it because they can get another boat cheaper. They often find that the reason it is cheaper is because the halyards aren't in the right shape or it doesn't have the right

when the contract is signed. Then payments are due before the race starts.

"If a guy has a boat to charter, he usually

Other contracts will ask for sail or other equipment or maintenance in lieu of part of the charter fee. Some will want the boat delivered back on its own bottom; some might want it shipped back. Another owner might take care of the return trip himself. It all depends and it is all negotiable.

## IF YOU'RE THINKING ABOUT CHARTERING YOUR BOAT

Harvey Kilpatrick offers these suggestions to someone thinking about chartering his or her boat.

1. Check out the person's references. Call the yacht club or charterer's commodore. Find out about his/her reputation and what kind of boat he/she usually sails.
2. Check with the sailmakers around town and find out if bills get paid on time. Don't wait until there are unpaid yard bills, and the boat is attached.
3. Check with an independent marine surveyor. He can verify that the boat was in a certain shape before the charter, so there won't be a question of whether something was worn or broken during the voyage.

equipment.

"What makes a boat competitive, frequently, is whether or not it will break. I don't care how sophisticated a Bay racer a guy is, he doesn't know really what a *gran prix* level of maintenance is if he hasn't competed in offshore racing."

To minimize these types of problems, Paula's advice for new charterers is basic, so basic it is often overlooked: Hire a consultant who is an experienced long distance ocean

wants the money in hand before the deadline for a race entry. So if I had a boat I wanted to charter out for the Honolulu TransPac, the entries usually close the middle of May and I'd want my money by then. That way, if the deal fell through, I still might be able to charter to someone else," says Kilpatrick, who began chartering more than ten years ago.

Some charter agreements also require a hefty damage deposit. Choate's *Merlin* syndicate put down \$10,000. On the way to Hawaii, they blew out one chute worth about \$5,000, lost the spinnaker pole overboard and did some damage to a bulkhead when a crew member flew across the cabin and smashed it. In the end, \$1,700 was the small change left from their deposit.

One of the biggest stumbling blocks that charterers face is finding insurance.

"Insurance companies are very leary of writing charter policies. The majority do not. It is like really transferring ownership to somebody who may not be as experienced as the owner of the boat," said Kilpatrick.

"And even if you can get insurance, the deductibles are often very high, sometimes three percent."

The companies make no bones about it. They don't want to write race charter insurance. To even consider it they require resumes of the crew and a survey of the boat. Often the surveyor will be asked to review the resumes and make recommendations to the insurance company. So if he doesn't know one of the crew members, he'll ask around until he can verify what's been submitted.

Even with the best qualifications, things can go wrong. One frantic sailor had his charter insurance cancelled the afternoon before he was to leave on the Victoria-Maui

Despite its drawbacks, chartering is becoming more popular.

racer. The extra expense will pay off in the end.

Because race chartering is a relatively new field, there are no hard and fast rules. Contracts vary depending on the boat owner and charterer. But they all ask for some of the same basic information — when and where the charter will start, where and when it will end and how the charter fee will be paid.

Most boat owners ask for a sizeable deposit, about one-fifth of the charter fee,





# TO DO BIG RACES?

race. He called Kilpatrick for help, and ended up flying someone to Monterey with the survey and crew list. Luckily for him, Kilpatrick was able to arrange his insurance before the race started.

Next to the charter fee, insurance — if you can get it — is probably the biggest expense. George Barrett and his syndicate spent \$4,500 to insure *Charley*. Two years ago, Ben Choate and his syndicate spent about \$3,000 to insure *Merlin*.

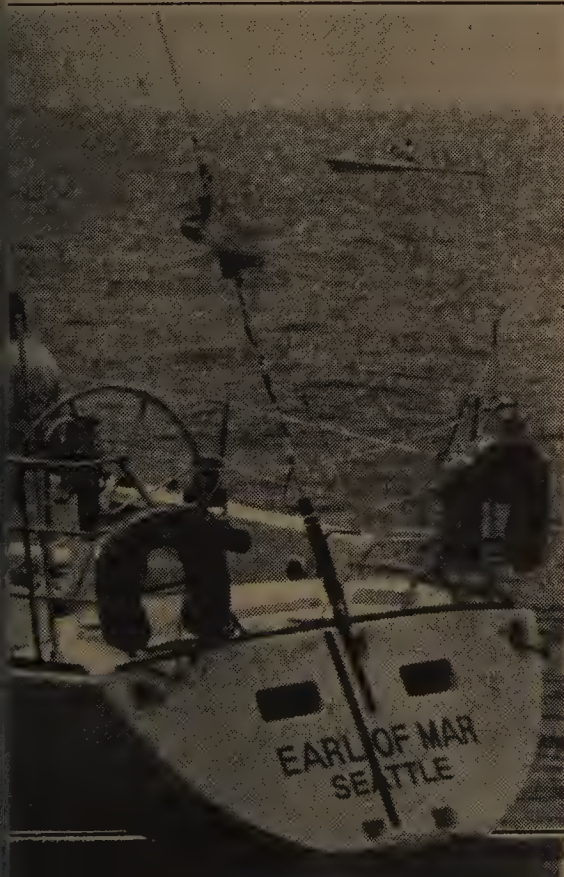
Although the money involved is staggering, so is the time commitment.

"When we chartered *Merlin*, the boat was about \$25,000. Return delivery was \$4,000. Our total budget was about \$44,000. There were ten of us on board and everything was split nine ways through the syndicate.

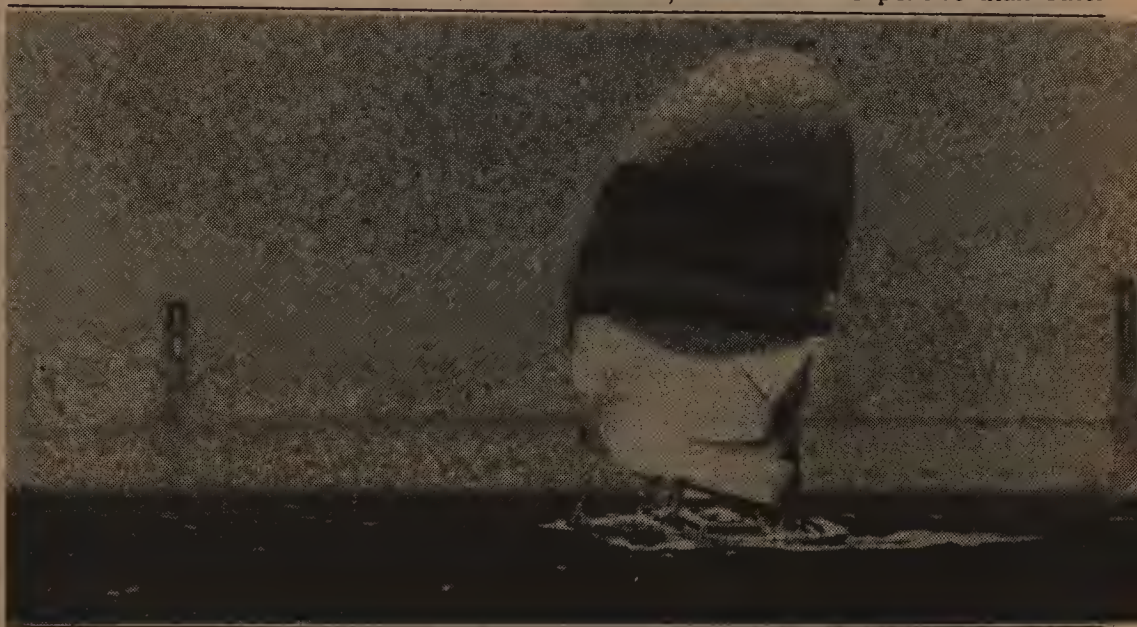
"I took responsibility for running the syndicate. It turned out to be a half-day's job for six months. I also took responsibility for bringing the boat home. It was up to me whether I wanted to pay for it to be done or bring it home myself," said Ben Choate.

"I put the money through a non-profit organization. It cost 10 percent more, but the syndicate members could then write it off. It

Santa Cruz 50's such as 'Earl of Mar' are favorite charter boats for Mexico and Hawaii and Catalina.



California, delivered the boat and picked it up after the race. It was a clean and simple charter, a little more expensive than other



'Merlin's' still a popular charter boat. She's won the Pacific each time for her charter group.

was labor intensive and believe me, if you do it that way, you earn your 'free' ride," laughed Choate.

Although most careful skippers can work out a budget that seems to encompass everything, there are often some unexpected surprises. Usually they have to do with the condition of the boat or the sails.

When George Barrett planned his budget for *Charley*, it was originally \$36,000 to be divided by 12 crew members who signed a formal syndicate contract. What Barrett hadn't counted on was an additional \$4,000 to \$5,000 worth of work that needed to be done on the boat.

"We were having problems with the person working on *Charley*. We just didn't consider what he was doing to be professional. That cost us both time and money. We got the boat later than expected and it wasn't in good shape then.

"So I learned that it is important, early on, to find someone that can do the work to the standards that you want. It is also important that they use the vendors that you would use," says Barrett, a San Francisco stockbroker who took a leave of absence to oversee the final work on the boat.

Occasionally, someone stumbles across a boat that needs no extra work. For example, after *Merlin*, Ben Choate chartered a Santa Cruz 50, *Emily Carr*, for a Catalina race. It was in pristine condition. The owner, who had a small charter business in Southern

Santa Cruz 50's, but worth it for its lack of headaches.

Although the basic expenses — charter fee, entry fee, insurance, maintenance, pro-

## CHARTER RACES

- 11/8/86 Los Angeles to Cabo San Lucas  
(Los Angeles Yacht Club)
- 2/7/87 Marina Del Rey to  
Puerto Vallarta  
(Del Rey Yacht Club)
- 2/87 MEXORC
- 3/87 Newport to Cabo San Lucas  
(Newport Harbor Yacht Club)
- 6/87 Los Angeles to  
Honolulu TransPac  
(TransPac Yacht Club)
- 6/87 Oakland to Catalina  
(Metro Oakland Yacht Club)

visioning — are shared by the crew, some things aren't.

"My budget was \$18,000. It cost my crew \$2,500 apiece for the race and me about double that," says Bobbie Tosse. "But then the individual has to look at about another \$1,000 for a place to stay, plane fare home and fun and games while they are there."

It takes a lot more money and work to charter a boat for a race than most people imagine. But despite these drawbacks, chartering is becoming more popular all the time. For it's often the only way the weekend racer can realize one of his or her great adventures — the ocean race of their dreams.

— glenda ganny carroll



# IN DEFENSE

This article was prompted by a friend of mine. He's been around boats all his life, and although one of his closest friends has been a yacht broker for ten years, my friend decided to sell his boat himself — to save the ten percent sales commission.

Phase One found my friend after work, after dark, standing on the gangway asking

"You read your contract — all it says is that I agree to pay ten percent commission . . ."

every stranger passing by: "Excuse me, are you John Jones?" and finally realizing he'd been stood up for the fourth time this week.

Phase Two took place after my friend had dropped the price below market to attract someone looking for someone desperate to sell — great premise to begin financial negotiations — right? My friend settled at ten percent below his "bottom-line", or twenty percent below fair market value.

Phase Three took my friend on a demonstration sail with a total stranger who had ground him to the bone on the price of my friend's first love. The beginning of a fun day on the Bay, right? Now the buyer, who knows less about boats than my friend knows about selling them, decides the boat has too much weather helm. (By the way, the boat in question is not a winged-keel race boat, rather an older 29-ft U.S. production boat, one of thousands out sailing today.) So, my friend takes the sails to the loft for recutting. At \$16.50 per hour, he's just a little more out of pocket. A second 'demo' sail and we're off to survey.

Phase Four: The buyer rightfully picked his own surveyor. He wanted a tough one; one who would check for structural integrity, and give a fair market and replacement value for the boat. (I basically dislike government intervention, so the fact that surveyors are not licensed doesn't bother me. And even if they were, some bad ones would still slip through, I'm sure.) I wouldn't like to say my friend had a bad one, but the seller should not be expected to turn a 15-year-old fiberglass production boat into a "state-of-the-art Swan". That's what some surveyors put down on the recommendations list to cover their liability situation. By this point, my friend was so worn down, he threw another \$1,500 into his "dream boat" — just another five percent.

Now he was at Phase Five. In fairy tales that's where my friend finally gets his money and the buyer sails off over the horizon.

Unfortunately, in this fairy tale the big bad bank got in the way. We all know about banks, don't we? They have a rule (rule 356-C): seller shall sign over pink slip to bank, bank will give pink slip to DMV, DMV

will lose pink slip, pink slip will travel by Pony Express and return to bank on Friday afternoon and bank will give seller money late Monday afternoon. In the meantime, the seller's bank accrues interest on its loan at \$15.46 per day for six weeks. Banks do well on private party boat sales. When a broker is involved, he may sign a guarantee at the bank and the seller may have his money the day he signs his boat away — as it should be. Not to worry, Phase Five only cost an additional \$694.32. You'll see your money in only four more weeks — providing the DMV finds your pink slip, and Pony Express doesn't go on strike.

Yacht brokers have a bad rap around the waterfront. Often I've heard it said, "The SOB never even returned my call"; "I walked into his office, and he didn't even get up from his desk; just sat there on the phone and handed me the key saying 'if you like it, come on back and buy it' "; or more often, "that broker makes ten percent on all those boats he has listed" and "that broker's prices are so ridiculous he doesn't even put them in his ads".

Have you ever wondered what the brokers say about their clientele? Let me tell you about some of the clients I've had over the years. They aren't the best, the worst or the funniest; just some of the more interesting few that come to mind.

I received a call while sitting in my kitchen one day. Back in those days that was my office, so I made an appointment to meet my client in the lobby of the hotel near the marina. "Excuse me, John Jones?" For six months I was never once stood up. But when I rented an office, people didn't keep appointments. I'd call up and they'd say they figured I was in my office anyway.

Well, I met John, a very funny man from Scotland. I showed him a nice Ericson 32; good boat, priced right and clean. After two

hours of going through the boat he stood on the dock, put his hands on his hips and said, "Yee know lad, if she be yellow, I'd buy her." Undaunted, I went out the next day and found a yellow Yorktown 33 — very dirty and \$8,000 under market. We repeated the scene of the night before and I was sure I'd made a sale. Again John put his hands on his hips and this time said, "Yee know lad, a boat's like a whore: when you go out looking for one, yee don't want a dirty one." Twice was enough.

In the boat business one often meets celebrities — or in this case the son of one. His father was one of those great cowboys, right up there with John Wayne. Dad got out of show business and into oil where he was equally successful. His son walked into my

"Damn, I take off work early to get here on time and this jerk is half an hour late already!"





# OF YACHT BROKERS

office one day, representing a marine electronics company from England. He told me he had recently sold his Ericson 35, had \$25,000 cash and wanted to buy a Hans Christian 38. However, he needed the seller to carry back paper for three years. I went to work and found a run-down HC 38 going through a divorce — that is to say husband and wife were divorcing. Neither had stepped on the boat for over a year and there is no other boat afloat that looks worse than a Hans Christian after a year of neglect. So I went down with a few gallons of Teak Brite cleaned and showed her to Randy — and received an offer. It took two weeks of phone calls to the two sellers — who weren't speaking — and a drive to Pasadena for a 'conference' with ex-husband and ex-wife to work out where the money would go (\$2,000 to B of A; \$1,000 to Master Charge; \$2,500 to an orthodontist) — to get

the contracts ironed out.

The day of the demo sail the engine wouldn't start. The diesel was full of salt water and the pistons were rusted to the cylinder walls. Undaunted, we sailed in and out of the slip, which on anything that sails like a Hans Christian with two years growth

Randy had committed himself to a sanitarium, and the Ericson 35 that was to provide the down payment had been repossessed by the bank.

After that one I had a slight breakdown myself and went to Antigua to run a charter boat for a year.

**T**he next one that comes to mind is my

"It doesn't say I have to sell my boat. And I don't want to sell it."

on her bottom, is hard to make look easy. The survey wasn't too bad. The engine had to be replaced of course, so we renegotiated the price to take care of this \$5,000 problem. Finally, closing day at noon; Randy didn't arrive. At three I started to call around.

dear, dear friend, Walter Wilcox. Walt had sold his 35-ft, heavy displacement, maintenance-intensive ketch that he'd had for 25 years and was looking for something "less work and more fun". We talked about it and decided a Cal 34 or Ericson 35 would fit the bill. I found a Cal 34, again going through a divorce. The wife had custody of the boat so I got a signed listing agreement from her. Walt and his wife loved the boat and we had her hauled out for survey. The price had been agreed upon and signed by all parties, so when the surveyor gave the boat a clear bill of health, Walt wrote me a check. I left the shipyard and Walt and his wife started to apply the first coat of bottom paint.

I cashed Walt's check and drove over to B of A in Seal Beach to pay off the loan and get the pink slip. At the bank they informed me the boat had just been paid off by the husband and he had the pink slip. I called him at his office and informed him that I had a signed listing and a signed purchase agreement and that I wanted the pink slip. The husband said, "You read your contract — all it says is that I agree to pay ten percent commission. It doesn't say I have to sell my boat and I don't want to, so if you come over to my office I'll pay you your commission." I went to the office and picked up my commission, then to the shipyard to see Walt and his wife. Unfortunately, when I arrived they were sitting, having a beer, admiring their first coat! I told Walt what happened, told him I'd find him a better boat at the same price, and give him the commission. Walt just laughed and said, "Son, anytime you have to sell two boats to the same guy you deserve both commissions." Walt was in real estate.

So off I went. I spent a week looking at every boat in Walt's price range from Santa Barbara to Newport. I then took Walt and his



LATITUDE 38/SARAH



# IN DEFENSE

wife up to Marina del Rey to see an Ericson 35 listed through another brokerage.

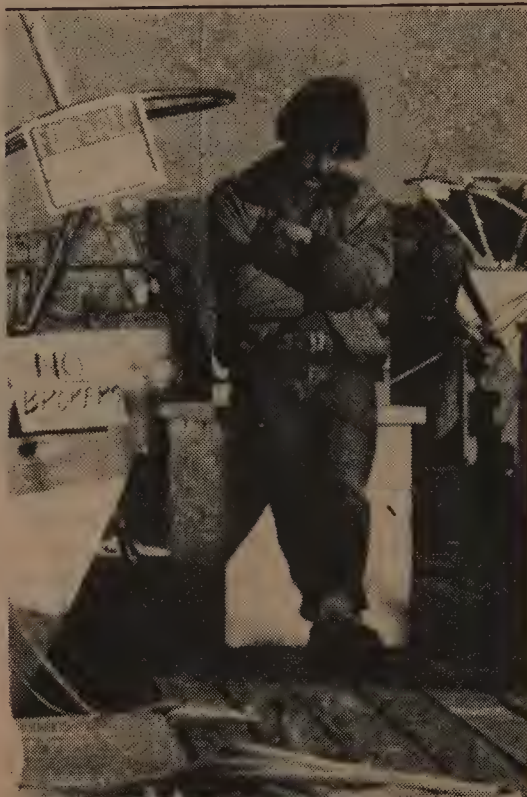
An offer was made; a price agreed upon. At the demo sail I checked all the thruhulls and bulkheads and told the owner he had two bad ones. He said, "Yeah, I know, I've been meaning to fix them. I'll fix them at the next haulout." Now, that seems pretty straight to me, but the fellow was a Beverly Hills attorney.

We hauled the boat out and the only problem was the two thruhulls. We dropped the boat back in and Walt gave me a cashier's check. Walt took off for Long Beach and I went over to the other broker's office to write everyone their checks. We called the seller and told him his pay out would be less \$150 for the thruhulls. He said, "I'm not paying for those." I said, "At sea trial you agreed to repair them." He said, "I didn't agree to fix them, I just agreed they were bad." At this point I saw Walter sail by on his way to Long Beach. I was a little mad and I told the seller we would have to forget the sale. He said, "Fine". At this point, the listing broker who was across the desk from me grabbed the phone out of my hand and told the seller he'd pay for the thruhulls.

Walt had that boat for several years. In the early 80's he died of a heart attack. The family called to see if I could find a power boat to take Walt's ashes out to sea. One bright, sunny day I took a borrowed trawler and Walt out to sea off Pt. Fermin. There, I found out that powerboats are a lot like station wagons; whatever you throw out the back window comes back in. So, most of Walt is off Pt. Fermin — the rest went on a great cruise down to Acapulco and back on Bill's trawler.

Just when I thought I had the car and rent paid for the month, another deal — my one and only boat at the time — blew up when I thought all was said and done.

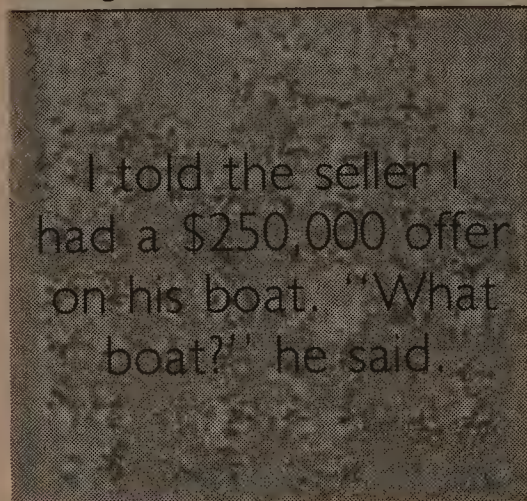
The boat was a 42-ft Drake sportfisher. The price was agreed upon, the sea trial went well, and the only problem at survey was that the surveyor noted the bottom was paint sick and recommended sandblasting the old paint off, priming and repainting. The buyer, seller, and myself left the shipyard, ordering the work to be done, thinking all was well. When I returned to my office I received a call from Dinko, the yard manager at Wilmington Marine Shipyard who said, "You better come down and see this". I arrived at the yard and found that the outside contractor who sandblasted the bottom not only went through the bottom paint, he had sandblasted all the resin off this



"Fifteen minutes. I'll give it fifteen more minutes and that's it!"

fiberglass-over-plywood boat. Three months later the Drake left the yard, and the buyer found another boat.

I wasn't directly involved, but there was an interesting transaction that took place when I had our office in Seattle. All offers to purchase agreements that I've ever seen have



written into them "Subject to sea trial and survey". Ed Gove, a long-time broker in Seattle sold a boat to a buyer and took him out for a sea trial on Puget Sound. Some time later the buyer decided he didn't buy

the boat he wanted, or didn't want the boat he bought. So he took Ed to court and sued, stating he never received a sea trial. As it turned out the judge agreed, because "Puget Sound isn't a part of the sea". Now all contracts in Seattle read "demonstration sail" in place of "sea trial". It was an expensive lesson to learn for a broker who was only trying to do a good honest job for his clients.

In the State of California, brokers are licensed by the state and certain rules of business are set down and enforced. As the listing broker, your responsibility is primarily to the seller; however, it has always been a moral obligation to do the best possible job for both parties. It doesn't always work that way. I once sold a 68-ft wooden motor sailer to a first-time boat buyer. I asked the buyer if he had a surveyor in mind. He didn't. I gave him a list of what I considered to be the four best surveyors I know. He went home and talked to a friend who told him not to use any surveyor a broker suggested.

I guess that's good advice. However, a good broker knows what surveyors are acceptable to banks and insurance companies.

When the buyer called the next day he had a surveyor's name I wasn't familiar with. After some calls I found no insurance company would accept a survey from this individual. I informed the buyer of this and he told me to pick a surveyor and he would keep his. My surveyor came up with three pages of recommendations; his surveyor none.

When I had my office in Long Beach there was a beautiful 135-ft fantail motor yacht tied up out front. She'd been there for a couple of years, and was for sale. At \$660,000 she was listed with one of the big name brokerage firms. One day a fellow and his wife walked into my office and wanted to buy her. I contacted the listing broker and arranged for a showing. The buyer and his wife loved her, already rearranging the furniture and changing the wall paper! So we sat down and wrote up an offer. When the buyer said he wanted to offer \$250,000, I almost fell over. But I wrote it up and called the listing broker.

The listing broker told me that with such a ridiculous offer I could present it to the seller myself. The seller lived in Canada, so on Sunday afternoon I gave him a call telling him who I was and that I had an offer on his boat. "What boat?" he said. I described the boat to him and he responded, "Oh, that boat. That was my son's boat and he died and left it to me. What was the offer again?" I

LATITUDE 38/SARAH



# OF YACHT BROKERS

told him the amount and he said, "Well, get the guy to \$270,000 and you got a deal."

As it turned out the buyer didn't have any money, but it was still a great experience for me. The business has its share of disappointments, but you sure meet some great yachts.

**S**undays are always a great day in the brokerage business. You leave your family and friends and go to your office to await possibly the only real buyer you'll meet all month. A man and his wife come in and he tells you about the boat "he's" looking for: 45-ft, aft cabin, diesel, for under \$100,000. You put them in your car and drive them down to the marina, hoping all the way that the boat isn't out sailing.

You show them the boat and the man heads for the engine room. It seems a little odd, but the wife remains in the cockpit. Finally, just when you think the man is about to take out his checkbook and make an offer, the wife takes his hand and says, "Come on,

Randy had  
committed himself  
to a sanitarium  
and the bank  
repossessed  
the boat.

honey, that's enough for today. Let's go home now." The wife doesn't want to leave her 4,000 sq. ft. house and her dishwasher; the husband doesn't want to leave his wife; but, they'll spend every fourth Sunday down at the marina pulling some yacht broker's

chain.

The broker returns to his office to find a message on his answering machine from a client who was going to buy a boat and was sorry he missed him.

"Trades" in the brokerage side of the boat business are a broker's nightmare. It's not the fact that the broker has to sell two boats for the price of one, it's that magic California word, "equity".

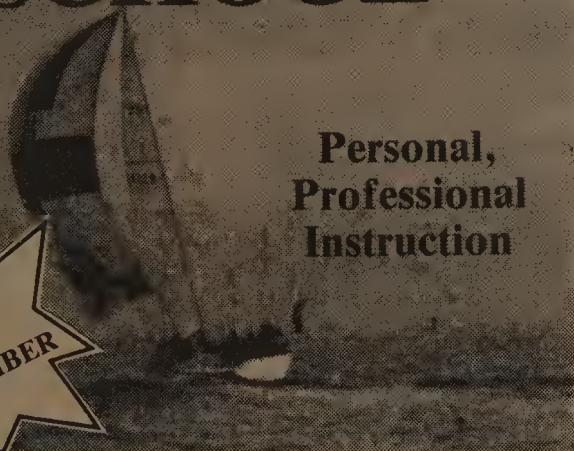
Equity is something that everyone in California has lots of, but will not recognize anyone else's. *Property trades* — "47 beautiful acres, 4,000 sq. ft. house, only 86 miles from beautiful Barstow. Will trade for 50-ft proven ocean cruiser. Seller must be able to assume \$200,000 loan with balloon in 13 months." *Precious Gems* — "have \$100,000 industrial diamonds, will trade for \$75,000 motor yacht."

The examples and the stories go on and on, and sure, just like in your line of work there are people who shouldn't be doing it.

Thinking of selling your boat yourself? Based on my experience I recommend a variation of "caveat emptor". Specifically, "Let the seller beware!"

— capt. dennis roquet

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# MAX EBB AT THE

One of the most persistent unsolved problems of our society is trying to figure out how to make a two-day weekend longer than it really is. My personal solution is very simple — I always sail in the Friday Night Race that my yacht club puts on every week.

No matter how badly things have gone in

"Max, are  
you racing  
tonite?"

the office all week, a windy, foggy evening of crashing around the race course will always direct my energy back where it belongs. When I'm finally ready to leave the yacht club late Friday night, it seems as though I've already done enough sailing, talking about sailing, and drinking and eating with other sailors to make it seem like at least half a weekend has gone by. And it's still only Friday night!

But last week, after a particularly slow commute, I got to the marina just a little bit too late to get the boat ready for the start. And my usual pick-up crew had already been picked up by other boats.

"I wasn't really up for racing this evening anyway," I thought to myself as I walked up to the yacht club. "I'll just sit around with the 'rocking chair fleet' on the porch and watch the races."

But as I walked into the club, a frantic clubmember carrying a large orange buoy, a box of flags, and a megaphone practically knocked me over.

"Max, are you racing tonight?" he asked urgently.

"No, I think I'll just . . ."

"Good! We need one more on race committee."

There was no way out. Before I could even begin to fabricate an excuse, the nod was given to an older woman holding a sea bag and a pair of boots.

"That's jolly good!" she yelled. "Now I can race!"

Once again I was practically knocked over as she flew out the front door of the yacht club towards the docks.

A few minutes later I was one of three people aboard a large daysailor, tacking out

of the harbor under main only.

"Do you want to rig halyards for the shapes?" I asked the skipper, trying to remember how they worked. The last time I had been on a committee boat was probably more than 10 years ago.

"No, I'll just hook the shapes to the backstay, right above the boom lift. Why complicate things?"

In another few minutes we were at the starting area, and several race boats were already milling around waiting for the line to be set.

"We don't have much time," said the skip-

per nervously. "Max, could you untangle the anchor line on this mark and get ready to drop it over the side?"

The third member of our crew, who I thought I would be assisting, was down in the cuddy cabin playing with a video camera. Evidently that was his only job — all the race committee functions would be doublehanded by the skipper and myself.

The skipper glanced at his watch, scanned the horizon in all directions, looked up at the windex, and then back at the





# FRIDAY NIGHT RACES

marina entrance.

"Okay, drop it here — buoy first, anchor last." I rolled the buoy over the rail, let the line pay out, and then lobbed the anchor into the Bay after it.

"Take over, Max. I'll get the hook ready." I took the helm of the daysailer as ordered, and started to sail a beam reach down the line to where I thought the committee boat should anchor.

"No, keep it up to close-hauled," said the

The Friday night fights off the Berkeley Marina. Lots of Cal 20's, Santana 22's, J/24's, Ranger 23's and fun.

skipper. "We need to get much farther upwind before we drop the main."

He brought the anchor into the cockpit and made the rode fast around one of the stern cleats, and then led it up to the bow outside all the standing rigging. We dropped the main, did a quick furl to get the sail out of our faces, and then turned the boat dead downwind.

The skipper, after staring at the masthead wind indicator, watching a few boats tack, wetting his finger, and making some carefully calculated grunting noises while sniffing the breeze, finally decided we were in exactly

the right spot and lowered the anchor over the stern. We were still aiming dead downwind and drifting at two knots. About 60 feet of rode ran out before the slack fetched up on the stern cleat — and the boat lurched to a stop so abruptly I nearly fell forward into the small cabin.

"Anchor's set," he announced, and proceeded to untie the rode from the stern cleat, allowing the boat to swing around and ride on the bow cleat. He wet his finger again and sighted down the line.

"Perfect," he said after we stabilized.

"You put up code flag two on the starboard shroud, I'll get ready for the warning signal."

"Is the video ready to go?" he yelled into the cabin.

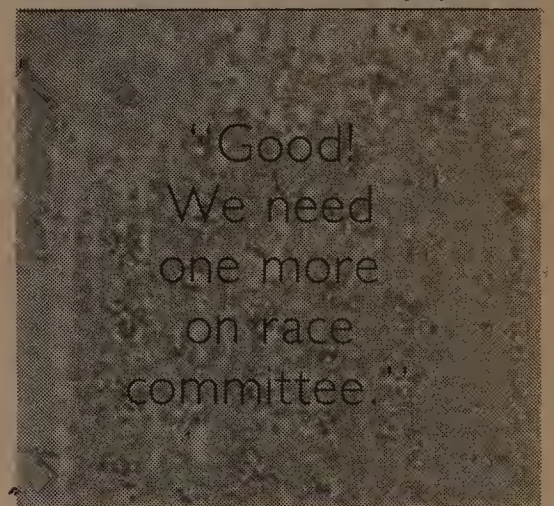
"Don't we need a white or orange flat to mark our end of the line?" I interrupted.

"That's YRA," he said. "They do things the hard way. Our instructions just say to use the mast."

I put up the flag, tying each corner to the stay with a rolling hitch as instructed, and then we synchronized our watches. I was to call time and work the airhorn. The skipper would do the shapes.

On my signal, his hand bolted up into the air with the white shape hanging by its bridle lines. And in the next few seconds, he hooked the bridle into the backstay, above the boom lift fitting so it couldn't slide back down.

"Got it," said the video camera operator, who had started an internal clock in the camera that would mix a time display in with



the video pictures of the start.

In the next few minutes, our part of the Bay became extremely crowded. I counted over 20 boats, all of them getting ready for a single start on a short line, with us at the favored end — and not limiting buoy.

"Good turnout tonight," I remarked.



# MAX EBB AT THE FRIDAY NIGHT RACES

"Should I note down which boats are starters?"

"No reason to," he said. "All we need to know is who finishes, since there's no series score."

I had forgotten that this is also referred occasionally as the "one night stand series", because each race counts individually with no series winner. "No regrets in the morning," as the race announcement says.

"The idea is to eliminate all the reasons for going out and racing when you don't really feel like it," explained the skipper to our official race photographer. With a race scheduled every week and no entry fee, there's nothing terrible about missing one. Just enter for the season, and race when you feel like it. No series standing to worry about, no pressure."

"Most of the racers find it to be the perfect setting for breaking in new crew," I added. "And a lot of potential crew find it to be the perfect way to get their first ride on a racing boat."

"Shape down in 10 seconds," I said. The skipper stood up on the stern, unhooked the white shape, reminded me twice not to blow the horn, and dropped the shape on my countdown. Sixty seconds later the blue shape went up with a horn blast.

The wind had gone a little more to the south, making our end of the line distinctly favored. The line was going to be short and very crowded.

"One thing I forgot to do," said the skipper as he ran forward with a boat fender. "There could be trouble with our anchor line at the start," he said. "Better be safe than sorry!"

He flaked out the tail of the anchor line, running the end out; under the pulpit and then back to the foredeck. The he tied the fender to the better end.

"This way if we catch a keel or rudder with the rode, we can just cast off and not lose the tackle."

"What if we need a recall flag?" I asked.

"No problem — that bamboo pole along the rail. The "x" flag for individual recall is on one end, the "first substitute pennant for general recall is on the other end."

When we lowered the blue shape it looked like we'd never get out of this alive. Close to 30 boats, ranging in size from 20 to 50 feet, were all lining up to run the line and start where we were anchored.

"Is your insurance paid up?" I asked.

The fleet charged straight at us.

"Great . . . great shots!" exclaimed the photographer.

"Fifteen seconds," I said.

"Could be some over earlies. Max, get ready with the X flag and the hailer.

"Ten seconds."

"Fantastic picture!"

The sound of screaming skippers and tortured sailcloth drowned out my final countdown — but my hand signal was understood and the shape went up right on time.

"One boat over early," I shouted, and raised the pole with the X flag on top.

"Who is it?" said the skipper. "And give them a short horn blast when you can!"

We hailed the sail number over the megaphone, and the early starter finally bore away to go back and re-start.

Meanwhile our anchor line depressed under the keels of several boats starting at our end of the line, then snapped back as they cleared.

Forty-five seconds later the line was finally clear enough for the early starter to restart.

"Great footage — fantastic," said the camera operator. "That was great stuff."

"Cheated death again!" said the skipper with a sigh of relief. "Now it's back to the yacht club."

He went forward and began to haul in the anchor line, leaving the sails down for the time being. As the scope shortened he snubbed the anchor rode around the bow cleat, taking up a foot or so everytime the boat pitched. Finally it was clear of the bottom and we swung off the wind. He came aft with the anchor still hanging over the side of the boat, and tied it off to a stern cleat just above the chain.

"Okay, now let's see if we can get the main back up before we drift into the rocks!"

We rolled heavily when we drifted beam to the seas, and the photographer struggled to keep the video equipment safe and dry. But after several attempts we finally got the main up without the headboard or a bateen hooked under the aft lower, and we were sailing.

I took the helm again, this time with instructions to sail by the starting mark on a close reach.

"Do you want me to bring the boat to a stop alongside?"

"No, you can be going two or three knots — I'll get it as long as we sail by very close."

He proceeded to construct a lasso out of a spare jib sheet. I was skeptical. But it worked perfectly. Even though we must have been

moving three knots, the skipper had no trouble dropping the loop of line over the buoy. We pulled it aboard and tied the anchor off on the other stern cleat.

"Quite an impressive turn-out for a Friday night race," I noted as we sailed into the marina.

"Yes, I think we finally hit on the right formula. We're getting a lot of new people involved in racing and a lot of old-time YRA races are beginning to admit that they have more fun racing here on Friday nights."

"Only a small percentage of racers are interested in going for the season championship. Most of them would rather just do the special regattas, or odd-ball events."

"Odd-ball events?"

"You know — Three Bridge Fiasco, or Doublehanded Farallones. The entries for races like those have been skyrocketing. So even if YRA entries are down a bit, there's no shortage of enthusiasts for racing in general."

I asked a leading question, "Is YRA becoming obsolete?"

"No, but if they want to keep growing along with the leve of sailing activity on the Bay, they're going to have to figure out how to serve the racers who don't want to sail the normal YRA season. PHRF is one possibility. Without PHRF, none of these special events would be possible. I can easily imagine a kind of cut-rate YRA membership that includes the annual PHRF renewal."

"And the charter associations — one design classes, IOR, etc., would run the season championships more or less independently?"

Something like that. The idea is make racers and clubs understand how important YRA is. You know, maintaining marks, administering appeals, and acting as our local lobbying organization. It should be taken for granted that if you race — even just Friday night — you should join YRA."

We pulled in the other anchor, just in time to swing around and luff up into the guest dock.

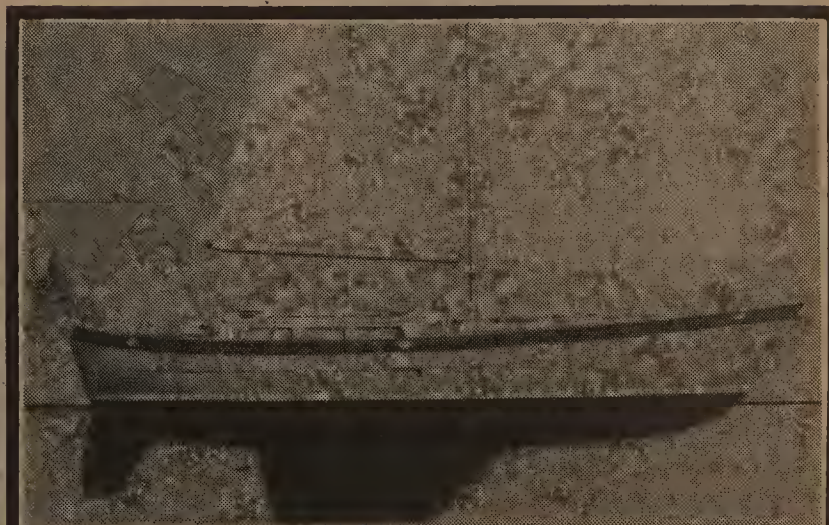
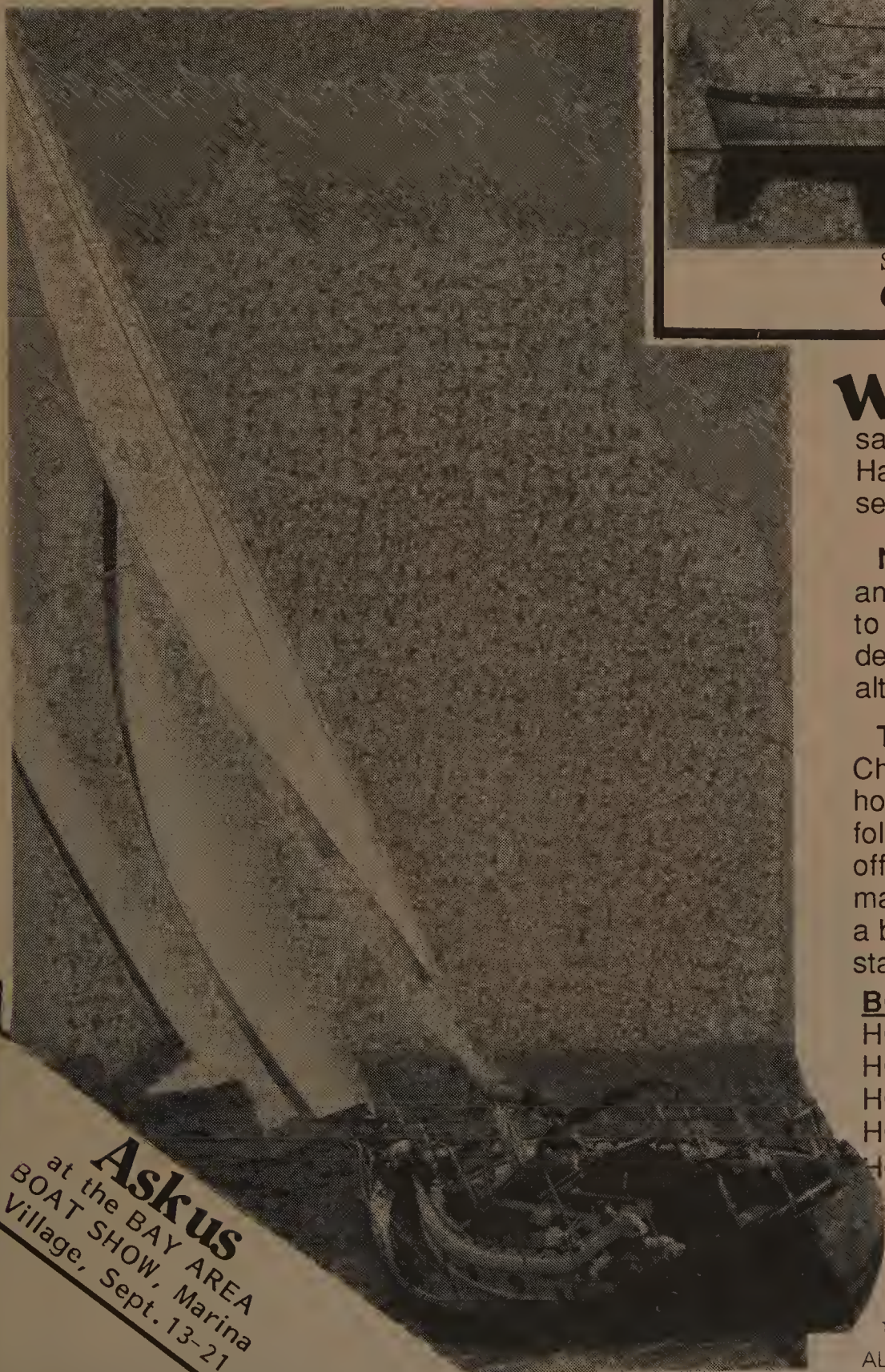
"One great thing about being race committee for the Friday night races," the skipper said, "we do the finish from the inside the clubhouse! Otherwise we'd never get anyone to volunteer to be committee!"

The rocking chair fleet that came down to watch the boats finish that night was just as impressive as the racing fleet. And by the time I was done with all the food, the videos, the drinks, the protests, the trophies, the bragging, the crying, and the excuses, I could have sworn that the next day was going to be at least Sunday.

— max ebb



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# THE BIG BOAT SERIES

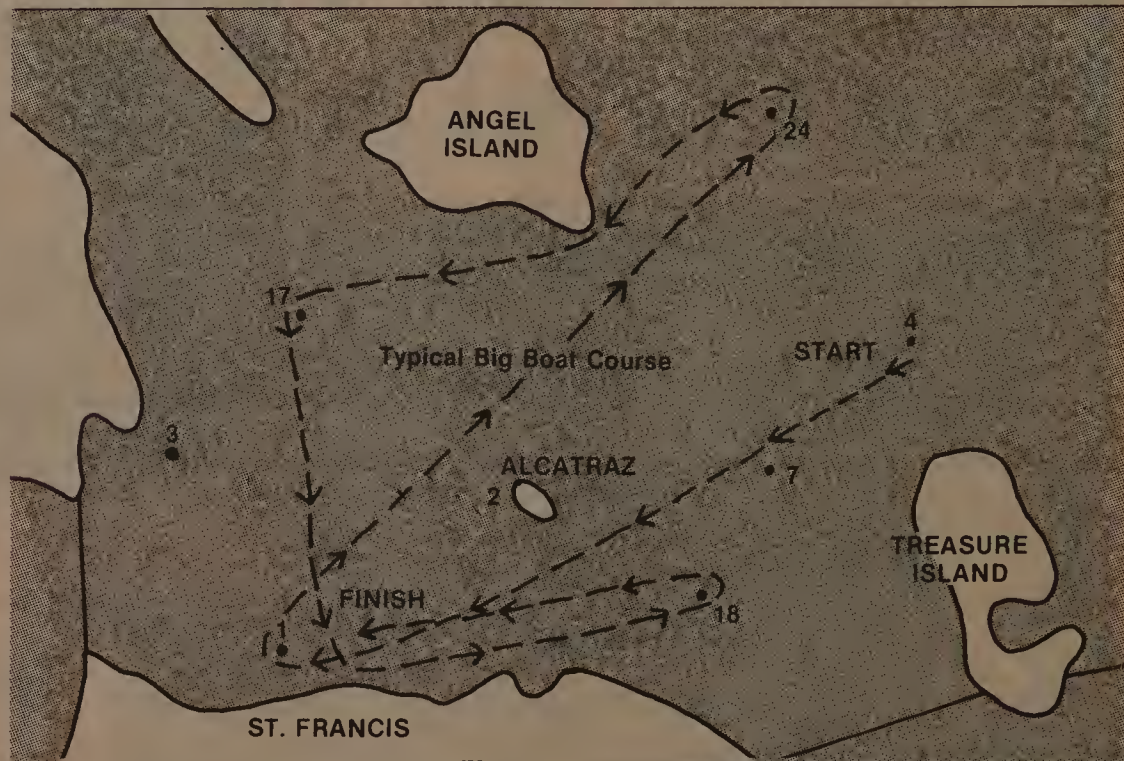
Like any decade in history, the past ten years have brought significant changes. Consider Boy George, tax reform, punk hairdos and carbon fiber among others. Likewise, the world of big boat racing has transformed itself. In 1977, a yacht with the unlikely name of *Imp*, which was painted an unlikely three shades of green, returned to the Bay after winning the Southern Ocean Racing Circuit in Florida and fleet honors at the English Admiral's Cup. Owned by Belvedere's Dave Allen, the wide, powerful sloop with the sharply reversed transom completed an unprecedented hat trick by winning her division in the St. Francis Big Boat Series. *Imp* set a new standard, not only in shape and sailing characteristics, but in splashy graphics as well. Today the sons and daughters of *Imp* rule the day.

With the 22nd running of the St. Francis Big Boat Series approaching, we thought it might be fun to take a look back at some of the highlights of the last tenth of a century, starting with *Imp*'s impressive triumph. There have been many others. Gosh, almost too many to choose the best ones.

It's no accident that they call this event the Big Boat Series. The biggest and best of the yacht racing fraternity have participated over the years. In 1978, the 84-foot sloop *Christine* ("a good nine iron shot from bow to stern") spread her acres of sail over the Bay, dwarfing her competitors in the St. Francis Perpetual division. Those overshadowed were some of the best ocean racers of all time in the 65 to 80 foot range, including *Windward Passage*, *Ondine*, *Kialoa III* and *Merlin*. Three years later, this division was a contest between eight Santa Cruz 50's, perhaps the fastest elapsed-time one design fleet ever assembled. In 1984, a new breed of maxis, 80 feet long and stripped to the bare necessities, showed up, including *Boomerang*, *Kialoa IV* and *Sorcery*.

While these large yachts, racing for the St. Francis Perpetual Trophy, provide the spectacle for the Big Boat Series, you can often find the best competition in the rest of the divisions. In 1977, there were three other fleets, racing for the City of San Francisco, the Keefe-Kilborn and the Richard Rheem perpetual trophies. By 1979, the series was getting so popular that the organizers had to add a fifth division as well, called the Atlantic Trophy. (The perpetual prize is a ship's bell from the 1905 Trans-Atlantic race winning schooner *Atlantic*.)

There have been many great battles over the years, from the 1979 Keefe-Kilborn



series between the forty footers *Leading Lady*, *Wings* and *Tomahawk* to the Atlantic Perpetual fracass in 1982 between *Bravura*, *Secret Love* and *Scarlett O'Hara*. Stan Reisch's *Leading Lady* won in 1979, the second of three straight division wins for the red and silver sloop, which is still competing in the Big Boat Series (eighth last year). Irv Loube's Frers 46 *Bravura*, another standout performer, prevailed in 1982, but only after the other two talent-laden (Lowell North on *Secret Love* and Chris Corlett on *Scarlett*) entries each fouled out of a heat.

There is spectacle in the smaller divisions as well. During that 1982 series, *Bravura* performed one of the most stupendous broaches ever recorded on camera, a slam-bam-thank you, m'am affair that had the crew emptying fishies out of their sea boots afterwards. Such mishaps are not uncommon during the Big Boat Series. Skippers and crews are pushing their equipment to the max, and sometimes, especially on the runs down the Bay near Alcatraz, the old knockdown demon reaches out and flattens you. If the competitors nearby start to laugh too hard at your misfortune, the demon will often backhand them as well.

One of the great appeals of the Big Boat Series is that spectators can actually see the action unfold. In 1980, for example, the 84-foot *Christine* approached the Cityfront shore on starboard tack while the 72-foot *Mistress Quickly* tacked out into the Bay on port. Viewers on the deck of the St. Francis,





# A DECADE OF TRANSITION

as well as those who lined the seawalls to the east and west of the club, held their breath as the behemoths converged, neither apparently about to give way. It got so intense that *Christine's* bowman abandoned his post and began sprinting madly towards the stern, fearing for his life! At the last moment, *Christine* abandoned her right-of-way status and tacked away while the crowd onshore buzzed with excitement.

There are actually several vantage points from which to view the racing. The Cityfront is one, as is Yellow Bluff, the hill overlooking the entrance to Richardson Bay in Sausalito. Those with access to a boat can follow the action as the fleets traverse the waters from Treasure Island to the Golden Gate. Others prefer just staying put, near Alcatraz, say, and watching the parade go by.

And of course, not all the viewing takes place on the water. Fifty high-tech yachts rafted together in the San Francisco Harbor, their spinnakers hoisted to dry out and their boat flags fluttering on the headstay, can be an awesome sight. For star watchers, the docks have always been filled with the great, the near-great and the future greats, folks like Dennis Conner, Tom Blackaller, John Bertrand, Dick Deaver, Peter Isler, Commodore Tompkins, Bill Buchan and Steve Taft. Entries have come from all over the globe, including Australia, New Zealand, Bermuda, and Europe. And both sexes are well represented as well. Women crewmembers have long been part of the Big Boat Series, and some of them formed an all female syndicate which campaigned their own entry in 1982 and 1983. In 1984 they teamed up with Chris Corlett and a couple other men to take line honors five times in a row aboard the Nelson/Marek 55 *Strider*.

What's changed over the past ten years of Big Boat Series? You can't park in the lot near the St. Francis anymore unless you are a boat owner. In 1981, Irv Loube punctured a lung when he slammed into a backstay and needed emergency assistance. It was hell trying to get an ambulance to him through the maze of cars in the lot, so the next year they roped the area off. Spectators and crew now have to shuttle in from Crissy Field.

Security is tighter at the St. Francis than it used to be, although the post race bar room scene remains one of the great debauches of the year. Last year's attempt to monitor the crowds inside the club were plastic wrist ID's, not dissimilar to the bracelets worn by hospital and mental patients. Needless to say, there was considerable resistance to wearing them for a week.

Such a glitch cannot dim the Big Boat Series, however. For spectacle, competition and partying, this regatta is hard to match. Over the past decade it has become a fixture on the international yachting schedule, and should remain there for a long time to come.

As we go to press, the entries for this year's Big Boat Series — five races held between September 28 and October 4 — have yet to be finalized. Ironically, though, it seems certain that really big boats will be missing.

Jake Wood wanted to enter his 82-ft maxi, *Sorcery*. St. Francis race committee officials told him that would be fine — if he could only round up another three or four other maxis to sail against. Thus some are calling this year's event the Medium Boat Series.

Apparently, the headline class will instead be a large group of Santa Cruz 50's racing as a one-design. That's certain to be exciting. But perhaps the most hotly contested division will be one likely to include *Springbok*, *Crazy Horse*, *Bladerunner*, *Jubilation*, *Checkmate* and *Tomahawk*, all fresh from the Kenwood Cup, all with something to prove to the others. Watch out. A One Ton class, coming right on the heels of the One Ton North Americans, is also expected to be very strong.

We'll have a complete listing of entries in the next issue, to be distributed right at the start of the series.

— shimon van collie



LATITUDE 38/RICHARD



# THE RACING

Fall is approaching but the racing season shows little sign of slowing down. This month we have reports on the **Etchells 22 North Americans**, the **Pacific 1000**, the **MORC Internationals**, the **Mercury Nationals**, the **Sauza Cup**, the **Knarr International Eliminations**, the **Monterey Multihull Classic**, the **Plastic Classic**, the **Strohs Boardsailing Championships**, and the **Ocean-Vallejo Race**. We also have previews of the **WRA Fall Series**, the **One-Ton North Americans**, and the **L.A. to Cabo Race**, plus a whole slew of **Race Notes**.

## Etchells 22 North Americans

You know things are getting bad when someone says sailing in San Francisco "is almost like sailing in other parts of the world". That's how reigning Etchells 22 World Champion Dave Curtis summed up conditions — light and shifty — on August 15, the first day of racing for the three-day, six-race Etchells North Americans. Thirty boats competed.

Fortunately, winds on the circle became stiffer and stronger for the remaining four races, and local talents John Kostecki and Jeff Madrigali both put forth valiant efforts to

at him, but we tried to force him over the line early and ended up not dipping back far enough ourselves, so we were over at the start. We didn't hear the recall until we'd been sailing upwind for about 30 seconds. By the time we went back and restarted, it was all over." Curtis sat out the last race. Kostecki and crew went on to take second in the series.

The win marks the ninth North American title for Curtis. The New England sailmaker has won the Etchell Worlds six times. He and Kostecki have traded top placings back and forth many times in the last few years aboard J/24s and Solings, "But nobody ever really beats him in Etchells," says Kostecki. "That's definitely his strong boat."

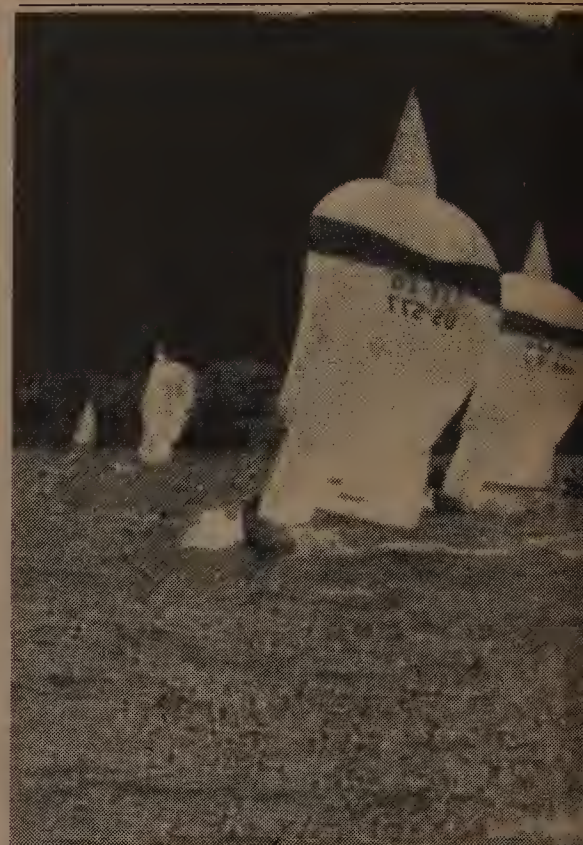
## MORC Internationals

When we last left the Midget Ocean Racing Class International in San Diego, it hadn't been much of a race. There was so little wind they cancelled one of the two around the buoys races on the first day. On the second and third days, it took the 52-boat fleet nearly 24 hours to go 60 miles. We think some of them were still out there, caught in the kelp as we went to press.

Well, we're happy to report that the wind finally filled in on the fourth day of the July 20 to 25 event. Thursday's medium-distance 25-miler offered some rollicking open ocean competition, as did the final two around the buoys races Friday.

Last month, Rob Moore made the observation that, for the moderate conditions San Diego had to offer, the two G&S 27s, *Lizzie B* and *Bold Forbes* "appear to be the best of the bunch" in Division III. That was a good call. *Lizzie* took first and *Forbes* second in the 12-boat class, and the boats corrected out second and third overall. Incidentally, to let you know how serious people take this competition these days, all the boats in Division III were new.

The overall winner was defending champion *Little Feat*, a Division IV modified S-2 7.9 with Todd Imbler at the stick. (Scott



## ETCHELLS 22

| Owner/Skipper                       | Scores (↑ Throwout) | Points |
|-------------------------------------|---------------------|--------|
| 1. Dave Curtis                      | 3-1-2-1-6-DNF       | 20.1   |
| 2. John Kostecki                    | 1-3-6-3-9-3         | 28.8   |
| 3. Jeff Madrigali                   | 2-11-8-2-8*-4       | 42     |
| 4. Hank Easom                       | 6-10-3-6-10-1       | 45.1   |
| 5. Bill Meninger/<br>Doug Jorgensen | 13-DNF-1-7-1-11     | 49     |

Smith drove the boat last year.)

Basically, the classes were divided like this: Class I — all out 30-ft customs; Class II — 30-ft production boats; Class III — all out 26 and 27-footers; Class IV — small production boats. Dennis Durgan's max-tricked Nelson/Marek 30, rumored to be the biggest bucks machine in attendance, earned its hay by winning Class I. *Wolfpack*, the latest thoroughbred in the Leland Wolf stable, didn't get the conditions she needed to sail to potential. The Jim Donovan design, which was not built to any rating rule, needed to pull horizon jobs on the fleet to correct ahead and they just didn't have the wind.

In fact, the only Northern California boat to really distinguish itself this time around was Tony Soter's *Three Sheets*. The little Sprinta Sport and its Bay Area owner were recognized for sailing the farthest to attend the event.

And speaking of recognition, the racers themselves were as big a spectacle as the exotic hardware in attendance. "I've never seen so many pros in one place," says John

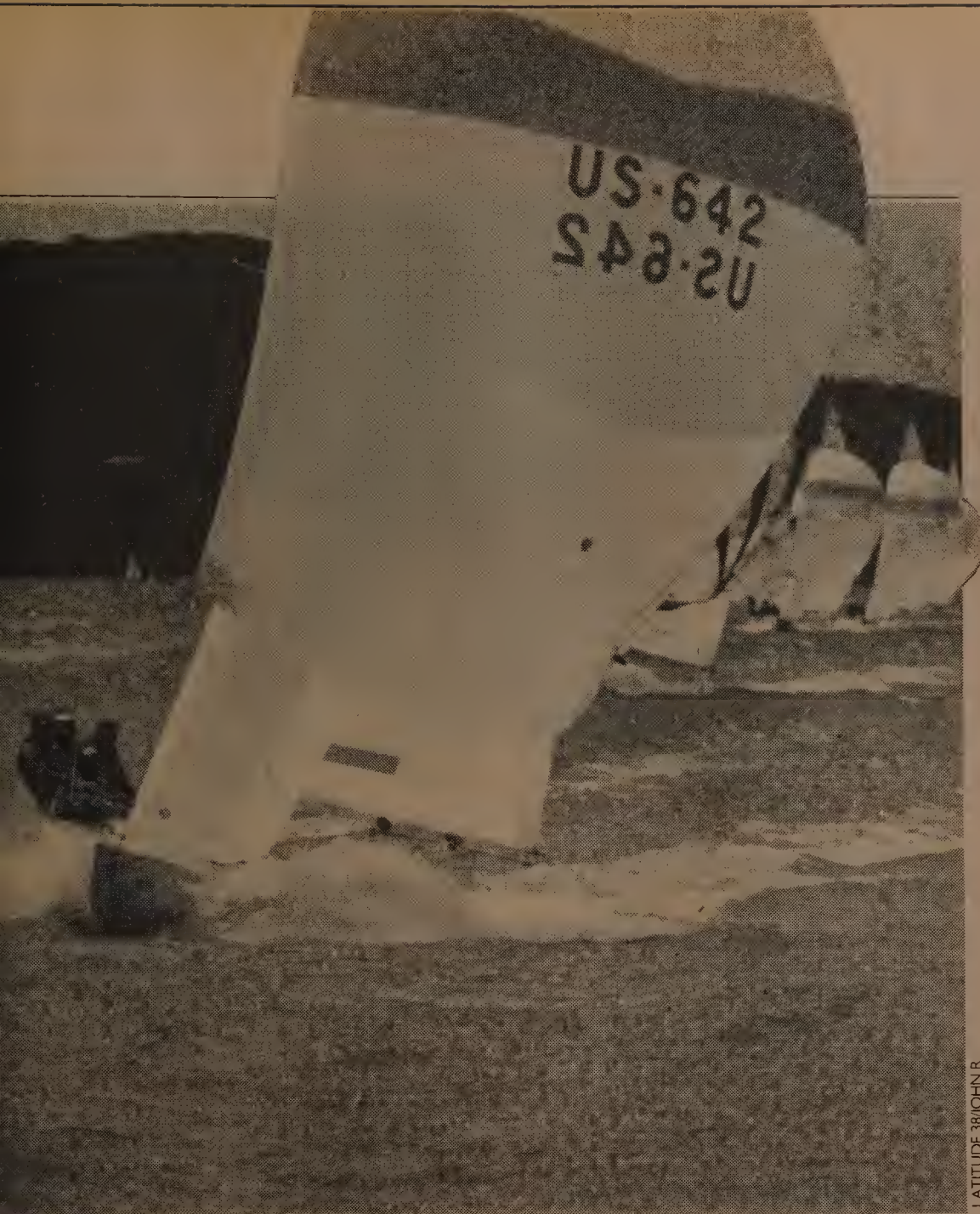


Etchells winners Dave Curtis, Bill Muenster and Andreas Josenhans.

try and dethrone the master. If the wind stayed moderate, or lightened again, there was a good chance they could do it, as crew weight on Curtis' #642 tipped the scales at 720 pounds. The big guys helping hold the boat flat upwind were Bill Muenster (the boat's owner) and Andreas Josenhans.

"The turning point of the series was the second to last race," says Kostecki, who sailed with Bob Billingham and Kent Massey on Kent's boat. "Until then, we had a chance





LATITUDE 38/JOHN R

Curtis pushed the pedal to the metal on the second race Saturday.

Kostecki, who drove Doug Peterson's *Mr. Vengeance* to second in Class I. To which we might add another of Rob Moore's comments: "MORC has come a long way from the mom and pop days."

**DIVISION I** — 1) *Cowboy*, NIM 30, Dennis Durgan/Larry Harvey; 2) *Mr. Vengeance*, Peterson 30, John Kostecki/Doug Peterson; 3) *Creepier II*, Peterson 30, Roy Cundiff.

**DIVISION II** — 1) *Short Circuit*, Andrews 30, Mark Harris; 2) *Cajun Lady*, Andrews 30, Cleveland Lewis; 3) *Stingray*, (design unavailable), Paul Awalts.

**DIVISION III** — 1) *Lizzy B*, G&S 27, Hapikian/Braney; 2) *Bold Forbes*, G&S 27, Cummins/Ullman; 3) *Plain Wrap*, Capo 26, Alden Glickman.

**DIVISION IV** — 1) *Little Feat*, S-2 7.9, Todd Imbler; 2) *Thumper*, Wavelength 24, Scott Stolnitz; 3) *Shock Treatment*, modified Santana 22, Jim and Bob Bailey.

**OVERALL** — 1) *Little Feat*; 2) *Lizzy B*; 3) *Bold Forbes*.

## Pacific 1000

Here's an event for you. The Pacific 1000 — 11 days of small multihull racing covering 1,000 miles of Southern California ocean from San Diego to Santa Barbara. Modeled after a similar east coast marathon called the Worrell 1000 (after its originator), this first ever Pacific 1000 got underway on July 23 with 9 sponsored entries. When it was over, Randy Smyth once again showed himself as one of the premier multihull sailors on this or any coast. He and crew, Jim Hill, won the non-handicap event by a total of three hours, 40 minutes.

Like the Worrell, the Pacific 1000 is made up of one race a day for 11 days, and one layday. Course lengths varied from 25 miles for the Long Beach to Catalina leg, to 82 miles for the 12th and final leg from Oxnard to Huntington Beach. Each morning, the nine entrants started together, Le Mans style when possible: Boats and crews lined up on the beach 15 feet from the tide line. When the start counted down, the crews (two

ground crew were allowed to assist) launched the boats through the surf. Ground crews then drove vans full of spare parts to the evening destination to await their boats. After they finished every evening, crews showered, ate and slept at hotels set up in advance by their ground crews.

For Jim Hill, who hails from Hayward, it was the first serious cat sailing he'd done in six years. He and Randy had sailed together through the mid to late '70s. In 1980, they sailed seven straight bullets in the Toronado Nationals, were ranked in the top three in the world and were headed for the Olympics. But it was not to be. The disappointment of the boycotted 1980 Games left such a bad taste in Jim's mouth that he's only now getting back into sailing.

In the 1000, Smyth and Hill sailed the wing-masted Prindle to first place finishes in the first seven races in pretty typical SoCal conditions — light and often foggy in the morning, 10 to 15 to occasionally 20 knots and clear in the afternoons. One of the most enjoyable races was the third day when *Longpre Automotive* was hitting 18 to 20 on the 2½-hour run back from Catalina to Long Beach. Things turned nasty on race four when several of the boats got hung up in the four to six-foot shorebreak. There wasn't enough wind to carry them through, and the Prindle was driven back into the sand, breaking off a rudder. Another boat flipped and one boat broke both its rudders. All were repaired quickly and restarted.

Larry Harteck and Eric Brinton on *Team Catalina Yachts* took races eight and nine when they found the wind in the fog and Smyth/Hill didn't. Despite their lead, *Longpre Automotive* was also at a decided disadvantage in light air. A week before the race, they busted their . . . ahem . . . pink wing mast. ("It matches the paint scheme," says Jim.) They had neither the time or money to have a new one built, so they had the broken one repaired, losing 16 inches in the process. That meant that Randy had to spend much of the week shortening the kevlar/mylar sails accordingly. *Longpre* did the race with the shortest mast, least amount of sail area and fewest sails, four. In addition to jib and main, they carried only a reacher and spinnaker. Some boats carried as many as seven sails.

On the 11th day, the teams rested. They



# THE RACING

needed it, says Jim. After eight or ten hours on the trapeze, you get pretty tired. Hill spent the layday "laying on the beach drinking beer," nursing the hurt from the cuts, sores and dislocated finger on his generally mangled hands.

"You know what's ridiculous?" he says. "Now that I look back, I'd do it all again. But if you asked me that last day on the beach . . . no way!"

**OVERALL** — 1) **Longpre Automotive**, Prindle 19, Randy Smyth/Jim Hill; 2) **Catalina Yachts**, Nacra 5.8, Larry Harteck/Eric Brinton; 3) **Domino's Pizza**, Nacra 5.8, Roy Seaman/Greg Richardson; 4) **Hydra Baths**, Nacra 5.8, Dave Renouf/Dave Iwamoto; 5) **Lucca's**, Nacra 5.8, George DelBlanco/Mike Checketts; 6) **West Marine Products**, Nacra 5.8, Dave Keller/Jack Edgehill; 7) **U.S. Marines**, G-Cat, Mike Christensen/Joe Walker; 8) **Custom Nails**, Nacra 5.8, Stephanie Elliott/Theresa Furuno/Diana Riggs. The ninth boat, **Team Main**, dropped out after the third race.

## Monterey Multihulls

Talk about a busy week of racing: first Larry Harteck finished second in the Pacific 1,000 — a 1,000-mile race over several

"development class" cats that can do 30 knots or more.

Van Sande and Harteck, both of Santa Barbara, won in a Nacra 5.7 in the open class for boats 19 feet and longer.

Other winners include:

**C CLASS** — Kelly Pike, Laguna Hills; **DART 18** — Bob Martinez, Fillmore; **G-CAT 5.7** — Pete Avila, Corpus Christi, Texas; **HOBIE 16** — Phil Heberer, Seaside; **HOBIE 18**: Jack Hill, Carmel Valley; **NACRA 5.2** — Paul Fischer, Ramona; **NACRA 5.8** — Christopher Brown, Placentia; **PRINDLE 16** — Ed Grandahl, San Luis Obispo; **PRINDLE 18** — Kent Baker, Sparks, Nevada; **PRINDLE 19** — Steve Woods, Sacramento; **TORNADO** — (Tlè), Paul Bissard, Santa Rosa, and Mark Wheeler, Arroyo Grande; **SEA SPRAY 15** — Dave West, Windermere, British Columbia; **SEA SPRAY 15** (California Championship) — Jay Gardner, Santa Rosa; **OPEN DIVISION** (18-ft and under) — Michael Bender, Cupertino; **D CLASS** — Alan O'Driscoll, Foster City.

## Women's Racing Association Fall Series Kick-Off

Last spring, more than 30 boats skippered and cruised by women participated in the five-race WRA Spring Series on San Fran-



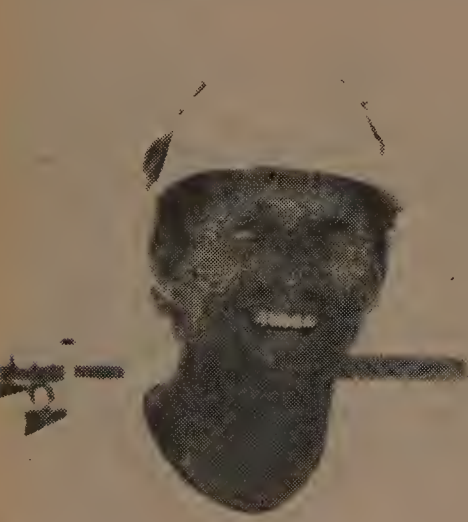
(\$9.50 for steak; \$6.50 for hamburgers) and the presentation/raffle will start at 8. Gib Biddle (with J-World) will speak on "Downwind Tactics" and raffle off a space for the Women's Clinic sponsored by J-World. For more information on the barbeque or the Fall Series, call Sue Gombasy at 865-0957 or Sandi Harris at 922-6334.

— sandi harris

## Chrisman Takes Stroh's

Bard Chrisman, Alameda's boardsailor extraordinaire, won his second straight national amateur boardsailing slalom title on August 17th. Competing against seven other finalists from six regional contests held across the country, Bard blitzed the men's group with five bullets out of seven races in typical 18 to 20 knot westerlies off San Francisco's Crissy Field. Jackie Dobson of Cayucos, California, took the women's amateur division over Tanya Kjeldsberg of Salt Lake City, a 19-year-old former snow ski racer who only recently took up boardsailing.

In the professional ranks, Tom Luedecke of Sydney, Australia, won two heats and outdistanced Nevin Sayre of Martha's Vineyard, Massachusetts, for the top prize money. Hawaii's Ken Winner took third with Palo Alto's up and coming David Deisinger in fourth. Anick Graveline of Canada barely edged out Rhonda Smith of Florida for the



Randy Smyth and Jim Hill.

days — then a couple of days later he and friend Valerie Van Sande took four consecutive firsts in the four-day Eighth Annual Monterey Multihull Classic.

Using the fifth race as his throwout, Harteck "went shopping or something", said Colin Filshie, chairman of the August 7-10 event on Monterey Bay.

"We had some hot sailors in here," Filshie said. The event drew 130 boats, ranging from Hobie 16s to some tricked-out

cisco Bay. The racing was close, competitive and, most important, fun. The WRA Fall Series starts with a two-day event on December 13 with the Deborah Kinney Perpetual Trophy race.

On September 5, WRA will kick off the Fall Series at Encinal YC with a barbeque and raffle. The barbeque begins at 7 p.m.

COURTESY THE SMYTH TEAM





LATITUDE 38/RICHARD

Turnin' and burnin' at the Stroh's Cup.

women's honors. Smith, 30, a five-time world champion in the Windsurfer class back in the late '70s and early '80s, is on the comeback trail after a lull for the past few years. "Anick and I are about the same now," says Rhonda, looking forward to another rematch on the slalom course. After seven races at the Stroh's, only half a point separated the two women.

Light winds plagued the series until the final day, when a healthy westerly filled in. Several hundred spectators showed up to watch the proceedings, which were held only a few yards offshore. Several other Bay Area sailors took part in the finals, including Santa Cruz's Tina Baylis in the pro women division, El Cerrito's Steve Sylvester in the amateur mens and the East Bay's Cat Betts and Sissela Danielson in the amateur womens.

— shimon van collie

### Plastic Classic

Most of the events in Plastic Classic Regatta and Concours D' Elegance are designed in the name of fun and fellowship among owners of '60s-era boats. Competitions in this second annual event held July

26 included "Prettiest Boat", "Most Stock Boat", "Nicest Interior" and so on. When it came time for the regatta, though, the 25 competitors got down to some serious racing.

Almost all the old fleets were represented out there off the Bay View Boat Club (Pier 54, right up from the SF Boatworks): Islander, Cal, Coronado, Alberg, Pearson, Columbia and Cheoy Lee. (The only qualifications a boat must meet to be a plastic classic are to have been designed or built prior to 1970.) The winds were in the 15 to 20 range, seas flat, 3-knot ebb, and the fog burned off to full-on sun by noon.

Both the racing and the concours were a clean sweep — for the second year in a row — by Bill and Wren Collins' immaculate Alberg 30, *Hawk*. Sailing the boat themselves, they won both the spinnaker division and overall on the course, as well as the "Prettiest Boat" and "Nicest Interior" awards at the dock. *Hawk's* only second place the whole day was in the "Simplest to Singlehand" category. Joyce Pucci's *Gotcha*, a Cal 20, won that one. Winner of the "Most Stock Boat" category was Paul VanLeuven's *Dutch Treat*, a Columbia 26 MkII.

Here are the rest of the race results:

**Spinnaker** — 1) *Hawk*; 2) *Neblina*, Cal 28, Hans

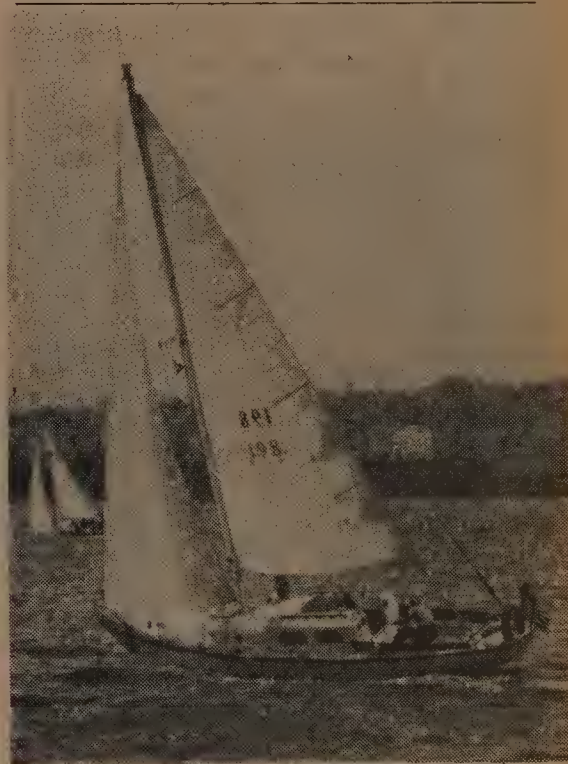
Carter; 3) *Seebar*, Pearson Electra, Dennis Brewer.

**Non-Spinnaker** — 1) *Gotcha*, Cal 20, Joyce Pucci; 2) *Happy Spirit*, Cal 30, Barbara Kerr; 3) *Yowza*, Coronado 25, Jeff Fraine.

**Islander Bahama** — 1) *Artesian*, Ken Speer; 2) *Menehune*, Terri Mueller.

### Horace's Revenge

In case you don't remember, the Ocean Vallejo race got its nickname from the fact that Horace McKerrow got tired of long races on the ocean and the equally long trips back home to Vallejo. So he designed a course that went from Marina Green to Duxbury Buoy to the Lightship and then off the wind back to Vallejo. The 52-mile race gained an immediate following, probably as much for its finale as anything else. A run down Racoon Strait is followed by a firehose reach past Red Rock, under the Richmond Bridge, by the Brothers and past Pt. Pinole. After the twilight left turn at Mare Island, it's a tight



The unbeatable 'Hawk'

reach to the Vallejo YC. Horace's berth for *Osibissa* is about 10 boat lengths away from finish line.

Over the years, "Horace's Revenge" has come to have a double meaning, for the race has taken its revenge on Horace more than once. Two years ago, he was DFL. Last year, Horace had to attend his mother-in-



# THE RACING

law's birthday, and a Horace-less *Osibissa* won. How's that for sly revenge? This year, cataracts kept him out, but *Osibissa* was back, skippered by his strong-willed daughter who managed a second in division. At the beautifully remodeled Vallejo YC bar, Horace was philosophical and looked forward to next year.

As for the actual July 26 race, getting around the Duxbury Buoy posed the biggest problem this year. "Out" originally seemed the way to go to get there, but just as the outside boats were chortling with glee about going the right way, the steady breeze died and a nasty knock sort of equalized things. The rest of the race, except for Hurricane Gulch and a solid blast near Red Rock, was a delightful sail even your mother would enjoy. Most boats were in way before the bars closed.

MORA's ULDB division was dominated by Rhonda Fleming, who sailed her quick Sonoma 30 *Kitty Hawk* to both first to finish and first corrected. Boat for boat, she was nine minutes ahead of arch rival *Bloom County*, which took second. Mark and Carl Ondry on *Bloom County*, can probably find some solace in the fact that they beat defending season champion *Friday*, John Liebenberg's Express 27. On the other hand, it makes things even tighter for the overall series. Rhonda has been steadily narrowing *Bloom County's* overall lead, and third place *Friday* won't give up until the fat lady sings. Everyone else wants to be a spoiler and the Golden Hinde series is still up for grabs.

In PHRO, former MORAn Alex Mallac-corto's fresh out of the box Beneteau was first around just as the wind died. Alex, listening to a Walkman, held onto his lead all the way to Vallejo for the win, finishing more than 40 minutes ahead of the second place Express 37, *Ringmaster*.

In IOR, it was a classic "Your majesty, there is no second" situation. Colin Case's *Second Offense*, with sailmaker Jim Leach aboard, disappeared over the horizon. In the five-boat IOR fleet, she corrected out an hour ahead of the next boat.

— john dukat

## OCEAN-VALLEJO

IOR II — 1) *Second Offense*, Schumacher Custom, Colln Case, SFYC; 2) *Quadri*, C&C 38, Dick Lang, OYC; 3) *Wildfire*, modified Ranger 37, John Clauser, BYC.

PHRO — 1) *Rocinante*, Beneteau, Alex Mallac-



corto, IYC; 2) *Ringmaster*, Express 37, Leigh Brite, RYC; 3) *Revelry*, Santa Cruz 40, (owners not available).

MORA I — 1) *Kitty Hawk*, Sonoma 30, Rhonda Fleming, SCC; 2) *Bloom County*, Mancebo custom, Mark and Carl Ondry, Sequoia YC; 3) *Friday*, Express 27, John Liebenberg, RYC.

MORA II — 1) *Potsticker*, J/29, Kirk Denebeim, STFYC; 2) *Osibissa*, Columbla 30, McKerrow, Vallejo YC; 3) *Freewind*, Cal 9.6, Don Leslie, IYC.

There were no starters in the other ocean classes: IOR I, Santana 35 or Singlehanded Sailing Society.

## Mercury Nationals

Monterey sailor Dick Clark successfully defended his 1985 National title by once again besting all comers at the 1986 Mercury Nationals. Richmond YC hosted the August 9-10 event, which was held near Southampton.

Mercurians were treated to "a little of everything" windwise, says Chris Lanzafame, who sailed for the St. Francis. Most of the time, winds averaged 12 to 16, but there was one real light race and, says Chris, "you really had to play the windshifts on all of them."

Clark walked away with two firsts, two seconds and a fourth in the five-race, no-

Mercurys on the Circle.

throwout series. Dick's crew for the series was Tim Courdrey. Chris, with Robert Hu on the rail, took second with two firsts, a third, a fifth and a sixth. Third went to Doug Baird and Earl Stutes of the Fresno YC. There were 20 boats in all, some coming from as far away as Los Angeles. No out-of-staters, though. Says Chris of the 1934 design, "This has always been a real California boat."

## Here Today, Gone to Maui

For years and years, Hawaiian multihull enthusiasts have been encouraging Island clubs to include multihull divisions in their monthly program of races. This July, their persistence paid off when the Lahaina YC invited multihulls to compete in their 12th Annual Tequila Sauza Cup — primarily held as a warm-up event for the prestigious biennial Kenwood Cup.

Response was so enthusiastic in the multihull community that the multihull division was the largest in the 25-boat fleet. The





LATITUDE 38/JOHN R

nine cats and tris ranged from 25 to 42 feet, and included three modified Nacra 36s as well as a couple of cruiser/racers. In fact, many charter boat crews rallied to the cause: They put up "not for hire today" signs, stripped off unneeded gear and brought out the "special occasion" sails.

Singlehanded TransPac sailors Mark Rudiger and Barry Ruff crewed for Ian Johnston and I on our Crowther 40 trimaran *Bullfrog Sunblock*. Peter Hogg from Mill Valley had entered his Newick catamaran *Tainui*, but a change in shipping arrangements prevented him from starting. Jeff Hartz, another singlehanded TransPacker, was too busy setting up the trimaran *Fat* in his Kauai charter business to enter.

Hurricane Estelle passed about 100 miles south of the islands, causing initial concern over whether the race would be run at all. Fortunately, only the 80-mile feeder race from Honolulu to Maui had to be scratched. The rest of the races — two Olympic triangles, a couple of medium distance channel races and the 80 miler back to Honolulu — all went off as planned.

*Bullfrog* took line honors in three of the

five races, bowing to the vast sail area and waterline of the 82-ft maxi *Sorcery* in very light air the first race; and to an unexpected delay in the third race. We also took first corrected in division and ended up first overall on corrected, as well, sailing most races in 25 to 30 knot trades with the boat obscured by spray . . . sheer joy with the warm water and sunshine of the tropics; quite a different story than our usual stomping grounds, the chilly Tasman Sea and icy North Atlantic.

Halfway up the windward leg of the third race, just as we were catching the monohull division ahead, we lost Ian overboard. The padeye holding the safety line on the windward trampoline gave way and Ian, who was standing in the net, was flushed away in an instant. We lost four or five minutes while we returned to collect him. It was a sobering experience for him, having just completed a solo race where he made frequent trips onto the trampoline without wearing a safety harness.

most thrilling ends to a race we've ever seen."

— cathy hawkins

### One Ton North Americans

Here's one for you: How did the term One Ton (and for that matter, Quarter Ton, Half Ton, Three Quarter Ton and Two Ton) come to designate certain IOR rating breaks? The only correlation we could come up with is that's about the amount of money each takes to build and campaign.

The truth, however, says our sage historian, is that it all started out in England near the end of the last century when certain size Thames River Barges raced for a "One Ton" Trophy. The exact parameters of that rating rule have been lost to time, but the name carried on into the '20s and '30s when the "One Ton" cup was raced in Six Meters. After a several decade hiatus, the name was resurrected in the '60s and given to a Royal Ocean Racing Class (RORC) of boats



'Bullfrog's' Sauza crew (l to r), Barry Ruff, Ian Johnston, Cathy Hawkins and Mark Rudiger.

During the whole event, the sponsoring Lahaina YC and generous Tequila Sauza sponsors made us feel like world champions. Competing in the regatta was a real highlight of our American adventure. We're now making preparations for our departure back to Australia.

As for the Sauza Cup, judging from the reaction of the race committee, we think their promise to include a multihull division in future races is sincere. Said one official: "Watching the multihulls scream across the finish line under spinnaker was one of the

around 37 feet long. Eventually, the label made its way across the pond to be adopted by IOR, which originally rated a One Tonner at 27.5 or under. The fractions — quarter, half — were all spinoffs of that rating, intended to make IOR racing more affordable. Going the other way, a "Two Tonner" was simply a bigger "One Tonner". A couple of years ago, IOR extended the One Ton measurement to 30.5, which is where the modern One Tonners race. Lengthwise, the One Tonners all hover around 40 feet.

You are now privy to a little known fact of sailing that will doubtless make you the envy of all your friends for months to come, especially since the One Ton North

KAY RUDIGER



# THE RACING

Americans are coming up September 9 to 21.

As we go to press, there are only five confirmed entries: Maurice Bretzfield's *Patriot*, a Joubert/Nievelt design from the California YC; Lee Otterson and Ray Pingree's squeaky-new Reichel/Pugh *Skee Daddle* (SFYC); Bruce Stone's X-One Ton *Arbitrage* (Diablo SC); Andrew Scherffious' *Cooter*, an unspecified design from Atlanta; and Irv Loube's Beneteau One Tonner *Coyote* (STFYC). *Coyote* won last year's One Ton Pacific Coast Championships.

Unconfirmed but probable additional area contenders are Rod Parks' *Glory* and Dennis Surtees' *Dark Horse*. Southern California's *Pendragon* may also make an appearance. That Davidson One Tonner is a sistership to the New Zealand-based *Mad Max* that cleaned up at the Kenwood Cup. The other New Zealand One Tonner, the Farr 40 *Exador*, is a remote possibility for the North Americans. Last we heard, *Exador*, which was recently sold to a new Japanese owner, was going to try to make the Big Boat Series. If they arrive in time, they may also participate in the North Americans.

## Teed Off? Not Hal Nelson

He putts, he steers, he drinks, he fishes — he's Hal Nelson, founder of the Pacific Cup, owner of *Zeus* (a MacGregor 65), operator of a boat yard in Alameda and a haver of fun.

On August 16 his boat was first to finish the Pt. Ballena Cruiser's Cup, a race from Tiburon to Ballena Bay. They gave him the trophy and two trips to Hawaii. Hal's business keeps him pretty busy, so he gave the tickets back and they gave them away in a drawing.

But then a week later race officials said Hal didn't win after all and they took the trophy back.

Is Hal teed off? Some folks might be, but Hal's not upset.

"It was a fun race, if you want to call it a race," Hal said. The Cruiser's Cup had some unusual features. You could start anytime between 11 a.m. and 2 in the afternoon, with race officials recording elapsed times and determining handicaps. No spinnakers were allowed, and no protests.



"They gave me the trophy, an apron, a cookbook and two tickets to Hawaii," Hal said. "I guess I get to keep the apron, for having the longest boat entered. I just hope they don't try to get the tickets back from the couple who won them."

Apparently what happened is the race committee fumbled some numbers around and the finish time for *Zeus* was listed as 14:33:31 instead of 14:53:31 and *Affinity*, a Hans Christian 43, was listed as 15:41:11 instead of 15:14:11.

The real winner is another Hans Christian 43, *Vouvray*, owned by Bill Patience. He received four free dinners at a French restaurant and the tickets will stay with the people who won them in the drawing,

Hal Nelson tests the putting green on 'Zeus'.

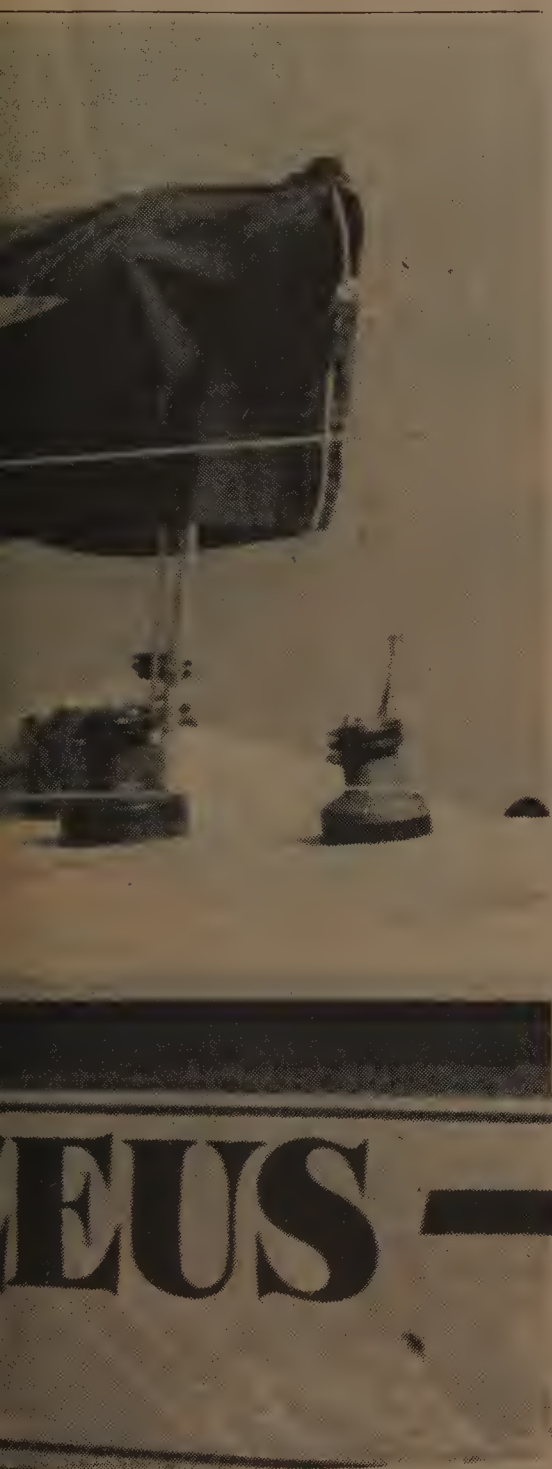
according to the race committee.

So *Zeus*, which was first, really came in fourth. *Vouvray* was second, but actually won. *Affinity*, which finished 23rd on the old sheet, now is in third place. *Misfit* stays in fifth place, and *Sea Flight* moves from third to second.

Confused yet? The real, official, this-time-for-sure winners are:

- 1) *Vouvray*, Hans Christian 43, Bill Patience;
- 2) *Sea Flight*, Columbia 22, John Kurywchak;
- 3) *Affinity*, Hans Christian 43, Leo Brodeur;
- 4) *Zeus*, MacGregor 65, Hal Nelson;
- 5) *Misfit*, Islander 36, Tim Stapleton.





TERESE PENCAK SCHWARTZ

### Down Mexico Way

If the first chill of the departing summer turns your thoughts to departing for warmer climes, you'll be happy to know that your first legitimate excuse to escape is November 8. That's when the Los Angeles to Cabo San Lucas Race starts. Until this year, this used to be the Mazatlan Race, but a poll taken among the declining number of entrants over the past few years has led to the change. The new race — which leaves Guadalupe Island to port, incidentally — is 852 miles long. That's about 150 miles shorter than it was to Mazatlan. Now competitors need only leave their jobs for a week to do the race.

Because of facilities at the Cabo end, the race is limited to 50 boats. So far 22 have

signed up, including four MacGregor 65s and two Santa Cruz 50s. Twelve of the 22 are PHRF boats. A class was also to be provided for the new IMS (International Measurement System), but so far there's been no response in this area. Among the Northern California boats already entered are Jim Denning's TransPac-winning Cal 40 *Montgomery Street*, Dave Pickett's custom 55-footer *Strider*, Rolf Croker's Santa Cruz 50 *Hana Ho*, John Williamson's Centurion 47 *Pericus* and the old warhorse herself, Don Campion's *Merlin*. Other entries of note are Nick Frazee's Nelson/Marek 68 *Swiftsure III*, and Roy Disney's new Nelson/Marek 70, *Pyewacket*. Entries close October 7.

If you can't get it together in time for this one — or if you can and enjoy it so much you can't wait to race to Mexico again — mark February 7 and March 14 on your calendar. The first is when the Marina Del Rey to Puerto Vallarta gets underway. The second is the Newport to Cabo Race. Adios!

### The Knarr Final Twelve

On Sunday, August 10, the San Francisco Yacht Club race committee raised the shotgun to signal the first Knarr finisher. "It will be number 121 again," said a committeeman. "Hour is 14, minute will be 45. Ready with gun — fire!"

Hisham Sinawi on his glossy grey Knarr *Toir* was by now familiar with the shotgun's roar. This was the third time he had heard it in the two-day, three-race final qualifying regatta for the International Knarr Championship (IKC) regatta. Those firsts vaulted him from sixth place to second overall in the hotly contested 16-race series for the 12 slots in the 18th IKC.

"It was so nice not to see the competition around. I yelled 'three bullets' and we opened up the Coors!" laughs the blond Sinawi, who began sailing Knarrs just five years ago. Sinawi, of Sausalito, is in his third season as skipper.

"My crew Andy Van Duinen, Chris Perkins on Saturday and Mark Rastello on Sunday were fantastic. We are going into the IKC with a positive attitude and we are going after the Danes," says Sinawi.

So is George Rygg of Belvedere, first place overall finisher. Rygg and his crew,

Steve Shaffer and Mike Walsh, started the season with the two firsts and, although *Huttetu* took no other firsts, he was so consistently in the top five that he could have stayed home the last weekend. "But," says George, "our strategy is not to stay at home. It is to try and win every race, to not make mistakes."

The six race, one throw-out, round robin IKC, sponsored by Corinthian Yacht Club, will begin Saturday, August 30, and finish Saturday, September 6. Twenty-five boats, including seven from Denmark and six from Norway, will be on the start line.

— betsy leth

The twelve Bay Area skippers qualified for the IKC are: Rygg, *Huttetu*, 65.05 total points; Sinawi, *Toir* (ex-*Le Canard*), 64; Bob Fisher, *Lykken*, 70; George Sayre, *Second Wind*, 78.75; Larry Drew, *Svalen*, 79.75; Knud Wibroe, *Snaps III*, 85.75; Craig McCabe, *Red Witch*, 88.5; Hans Williams, *Kestrel II*, 99.95; George Petersen, *Huck Flinn II*, 103.75; John Colver, *E. Hamilton II*, 127; Richard Griffith, *Kestrel V*, 138 and Michael Waldear, *Rondine*, 142.75.

### Jack and Jill

Bruce Packard and Kathy Hobzek sailed their Rawson 30 *Dan' N' Me Too* to overall honors in the Fourth Annual Jack and Jill Race to Hawaii. Only five boats started this small but enduring race on July 6 off Port Angeles, Washington. Two dropped out the first week and returned safely to Port Angeles. *Dan' N' Me Too* pulled into Honolulu on July 29, correcting out to 14



Jack and Jill racers Ray and Dee Palas.

days, 11 hours, 51½ minutes.

First to finish and second corrected was the husband/wife team (the Jack and Jill gets its name because it's open only to



# THE RACING

man/woman teams) of Dave and Nancy Hanson on the Cal 3-30 *Thumper*. They arrived on the 26th, correcting out to 16 days, 7 hours. Only 2½ corrected hours behind them was the third place boat, Ray and Dee Palas' *Searider*, an Endeavor 33. All boats and crews more or less followed the route of the Vic-Maui boats, heading SSW until about the latitude of San Francisco where they made the turn for the islands. Everybody reported fair winds the whole way, more beating than running, and no awful storms or calms. Boats and people all arrived in fine shape.

The 1988 Jack and Jill is already being planned. Organizer Mike O'Leary of the sponsoring Sloop Tavern Yacht Club reports he may try and attract more participation by adding a doublehanded division and maybe even a double Jack and Jill (two couples) division.

## Up and Coming

Just because it's getting toward the end of the season doesn't mean the racing slows down. The Big Boat Series and One Ton North Americans are previewed elsewhere in this issue. Here are a few more upcoming events of interest.

**Windjammers (August 29)** — This one is relevant only if you pick this issue up on the first day of distribution. It is a popular and well attended yearly event that goes from the St. Francis YC to the Santa Cruz YC. It is open to all IOR and PHRF yachts and has amassed an enviable array of perpetuals for the winners of every class.

**Scott's to Scott's Race (September 7)** — A fundraiser for the YMCA and a public relations event for the sponsoring restaurants, the Scott's (San Francisco) to Scott's (Jack London Square) proved popular in its first running last year. After the race, participants can raft up in Oakland and enjoy barbequed seafood, champagne/wine, beer and the music of three bands until 6 p.m. For the (tax deductible) \$50 entry fee, everybody gets a t-shirt and a chance at several prizes, including a trip to Hawaii. For more, call 444-3002.

**Santana 35 Nationals (September 14)** — They haven't popped any new Santana 35s out for several years now, but this class hasn't skipped a beat. It's remains the largest big boat one design fleet on the Bay, is the

only one design to have its own ocean class, and has been called the most active big boat fleet in the world. One thing more: you won't find any better or more competitive group of sailors anywhere. Ted Hall can help you with more information at 981-0250.

**Snipe North Americans (September 24 to 27)** — This class celebrated its 50th anniversary in 1983. As if to underscore the durability of the class, that year Torben Graef of Brazil won the Worlds in a 25-year-old boat. Through the years, almost all the top names in sailing have cut their racing teeth in Snipes. For more on one of the hottest classes still going strong after all these years, call Dick Loomis at (707) 942-4006 or Tom Fleming at 665-0346.

**Great Pumpkin (October 18 and 19)** — This increasingly popular event features two "serious" races Saturday, a costume party Saturday night (togas are encouraged), a "freak race" Sunday and things go downhill from there. Boats that are predominantly orange — not just with an orange bootstripe — are entitled to a 20 percent discount on

No one pays any attention to the 55 mile an hour speed limit anymore.

the entry fee. There will be shirts, pumpkins, trophies and Richmond YC's "wonderful poo-poops", whatever those are. Call 237-2921 to find out more.

**Women's Challenge Cup (October 11 and 12)** — The First Annual Women's Challenge Cup will feature competition among yacht clubs. Each boat and skipper will represent a particular club, although the women crews do not need to be club members. Other divisions include the "Wildcat" division, in which the crews must all be women but without a yacht club affiliation; and the "Big Mama" division, in which boats must have a woman skipper but anyone (kids particularly welcome) may crew. All boats will race PHRF, either with or without spinnakers. We have also heard some lurid, sexist rumors about "good looking hunks on the bar" and "a night you won't forget" on Saturday at the sponsoring Ballena Bay YC. Where have us clean living menfolk gone







LATITUDE 38/RICHARD

wrong? Suzan Lorraine at 531-2646 or BBYC at 523-2292 can tell you more.

### Race Notes

The **Trans-Atlantic sailing record** has once again been broken by a French multihull. This time, the fifth in six years, the honors go to the 85-ft cat *Royale*, co-skippered by Loic Caradec and Philippe Facque. Homeward bound after winning the Doublehanded TransAtlantic Race (Plymouth, England, to Rhode Island), *Royale* averaged 381 miles a day — almost 16 knots! Her new record (from New Jersey's Ambrose Light to the Lizard) is seven days, 21 hours for the 3,000-mile course. Unless we're mistaken, the monohull TransAtlantic record (until a few years ago, the record) is still held by the three masted 185-ft schooner *Atlantic*. In 1905, "that grand lady made the crossing in 12 days, four hours.

As we mentioned last month, John Kostecky shared a gold medal with a Russian Soling sailor in the recent **Goodwill**

**Games** in Finland. So as not to detract from the accomplishments of other yanks, we should also point out that Americans finished in one of the top three positions in every class: 470, Toronado, Flying Dutchman, Star, Soling, Finn and sailboarding; and that they came away with an event-high nine medals to the Russians' eight. Those people were Morgan Reeser and Kevin Burnham (Gold — mens 470), Pease Herndon/Cindy Goff (Silver — womens' 470), Skip Elliot/Jay Glaser (Silver — Toronado), J.B. Braun/Bill Kenny (Silver — Flying Dutchman), Mark Reynolds/Henry Sprague (Gold — Star), John Kostecky/Bob Billingham/Will Baylis (Gold — Soling (tied with Russian team)), Buzz Reynolds (Bronze — Finn), Mike Gebhardt (Silver — men's boardsailing) and Kathy Steele, who also shared a gold medal (women's boardsailing) with Poland's Joanna Bursynska. Congratulations, all. Also deserving mention is the San Francisco Bay Sailing Association (SFBSA), without whose backing Kostecky and crew could not have attended the Games.

About the time this issue hits the streets — August 30 to be exact — 30 solo sailors will be starting the second **BOC Singlehanded Round the World Race**. Among the eleven Americans in attendance will be Warren Luhrs, Harvey Berger, Dave White, Tony Lush, Hal Roth and Richard Konkolski, the Czech who defected to do the first race in 1982-1983. Local designers represented are Bill Lee, who drew Hal Roth's *American Flag*, and Tom Wylie, designer of Harvey Berger's ULDB, *Lightspeed*. We'll have more on the BOC in the next issue.

Harry Pattison of Newport Beach nailed down his fifth Santana 20 Championship by besting a 26-boat fleet at the **Santana 20 Class Championships**, held August 6 to 8 in Eugene, Oregon. In light and shifty winds on the first race (and no more than 6 to 12 the rest of the series), the Northern California contingent of Ron Hanford, Mark Verutti and Earl King took their only bullet, ending up third in the series. Oregonian Scott Cullen was second.

The Canadians took the day — make that the whole weekend — of August 1 to 3 at the **Fireball North Americans**. Donner Lake, perched picturesquely in the Sierras

up near Truckee, was the setting. Terry Thomas and Greg Speakman of Victoria, British Columbia, read the windshifts right on, sailing to six firsts and one third. With the throwout, that gave them a grand total of zero points. Geez. A Vancouver team took second, with Larkspur locals Gordon Danielson and Neil Robertson bringing up the number three spot.

Belvedere's Melissa Purdy took fifth in the **1986 USYRU Junior Women's Championships** held August 1 to 4 in San Diego.

Fourteen skippers representing USYRU



LATITUDE 38/RICHARD

Harvey Berger will sail the Wylie designed 'Lightspeed' (shown here at her launching in 1983) in the BOC Singlehanded Race.

Areas A through K, as well as the top collegiate, women, youths and Navy single-handers, hashed it out in factory supplied Lasers August 11 through 15 in the **USYRU O'Day Singlehanded Championships**. The six-race series, held on the Cityfront and hosted by the St. Francis YC went to pre-race favorite Mark Brink of Seattle's (Area H) Corinthian YC. In second was top collegiate sailor David Himmel, representing the Coconut Grove Sailing Club of Miami. Third place went to Chris Larson of the Area D College of Charleston Sailing Association of South Carolina. The series, which follows the winner, will next year be raced in Seattle.



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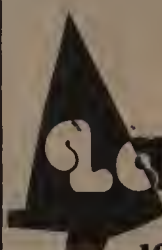
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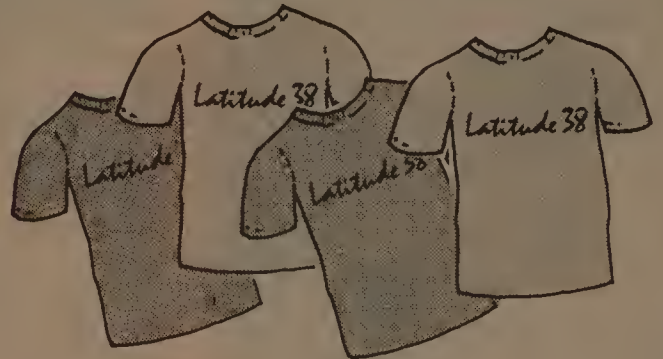
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# CHANGES

With reports this month from **Nalu IV** in Cairns; a **Cruising Checklist**; **Softwind** in Moorea; **Foxy Lady II** in the Cook Islands; **How To Handle Cruising Finances**; **Quark** in New Caledonia; **Magic Cloud** in Papeete; and, **Cruise Notes**.

## Nalu IV — Lapworth 48 Jim and Diana Jessie Noumea, New Caledonia (San Francisco)

If there is a revolution going on here, you certainly couldn't prove it by us. The city is beautiful, with lots of friendly and accommodating people. Fourth of July morning a French lady rushed down to our boat —



Arlo Nish's 64-ft Wylie-designed 'Saga' in Noumea.

while I was standing there in my bathrobe enjoying the sunrise — and handed me a bottle of champagne! She said: "Many Americans have died for the French people and France; this is for your holiday." That's some welcome to any country.

According to the pilot charts, our passage from Fiji was supposed to be downwind.

Unfortunately — and like a lot of our passages lately — we had three days of rain (downwind at least), followed by three days of going to weather in 40-50 knots of breeze. When we made Isle du Pins, we found Baie de Ugo on the northeast corner and slipped in for a three day respite. Although we were there illegally — we hadn't checked in yet — we had the place to ourselves and had a wonderful rest. From there it was a one day passage to Noumea.

We arrived off Noumea at night, but found the entrance lights easy to follow. In fact, it's probably easier to use the pilot and arrive at night than it is to try and read the daylight balises which match neither the chart or the pilot. Noumea Radio responds on Channel 16 and will contact both Immigration and Customs for arriving boats. We had to wait, as a large Russian passenger ship had just arrived and it took priority with the officials. As it turned out, Immigration didn't get to us until Saturday, dressed in civies with a daughter in tow. No bond was required, there was a minimum of red tape; the very pleasant people made the necessary paperwork a painless experience.

We've found the yacht club, *Cercle Nautique Caledonien*, to be very hospitable. They have a guest wharf and allow a week's free tie-up. Showers are 100 francs, and meals and beer are reasonably priced. The club secretary is fluent in English and very willing to help with problems.

Yachts may also anchor off the new commercial wharf. If you're really brave, you can tie up to the commercial wharf. The tide makes the latter something of a thrill for small boats.

Noumea is a fairly large and very modern city. There are supermarkets, department stores, a good bus system, lots of traffic and a distinct European atmosphere. Like French Polynesia, things are expensive, but at least they're nice when they take your money.

We've seen three San Francisco boats here: *Salacia*, with Jean and Robert Rowe; Arlo and Marge Nish on *Saga*; and Dave Symonds aboard *Quark*. Both of them



requested that we tell you New Caledonia is a terrible place so that other boats will stay away. We have to agree, nobody would like it here.

We also met the Vanderbents and Johnstons on *Shikama*. They're from Fremantle and have offered moorings and all kinds of assistance when we're there for the Cup. Only the most hardened of cruisers can ignore the America's Cup activity, as it seems to have infected almost everyone in the South Pacific.

Update: We're now in Cairns, Queensland, Australia, where we've gotten the complete rundown on the quarantines. Most cruisers know there are quarantines on our four-footed friends, but we've learned it covers much more than that.

But first, in regard to pets. Bringing live animals to Australia is discouraged. If you bring household pets, they must remain aboard, the boat must remain anchored out, and a patrol boat comes to check that the

DIANA GREEN JESSIE



DIANA GREEN JESSIE



The 'Cercle Nautique Caledonian' AKA the Noumea Yacht Club. Showers are 100 francs.

animal has not been brought ashore. Furthermore, a \$500 bond is required to "guarantee against escape" by Fido or Kitty.

To many pet owners, such restrictions may seem unreasonable. But, you have to realize that Australia is the only continent in the world free of the devastation of rabies. It is also free of many other common animal diseases and pests that could harm its agriculture and cattle industries.

While in Noumea, we picked up brochures on quarantines from the Australian Consulate. Reading them, we were surprised to find that our excess tobacco and booze was going to pose much less of a problem than our excess cheese, popcorn, pinto beans and cans of Spam. As the official brochure said, "While live animals are the greatest risk, animal products such as fresh and tinned meat, salami, eggs and dairy products are all risk items. The viruses of many diseases can survive in chilled or frozen meat for up to a year or more. Goods

and articles containing or derived from animal products are either totally prohibited or subject to quarantine examination on arrival."

Then there are problems with plants: "The introduction of plants, seeds, wood, fruit and vegetables could bring bacteria, viruses or fungi, snails, slugs, insects or weed seeds which could affect the Australian economy through loss of production or markets. Packing cases and wooden articles such as souvenirs must be free of borers or other timber pests. Most fruits and certain seeds such as cereal (but not white rice) require quarantine approval before entry is allowed. All goods and articles containing or derived from plant products require quarantine clearance."

Understandably, we ate a lot of Spam on our crossing between Noumea and Cairns.

The day before our arrival, we had pizza with salami and used our cream to make ice cream. The remaining fresh eggs were boiled to be used as snacks and in salads. We binged on popcorn, which up to that time had been reserved for very special occasions. The last of the bean sprout seeds were used, and the last of the limes went into rum and cokes.

When the Australian quarantine officer boarded, he was almost apologetic. He asked if we'd read the government literature. We said yes, and began to dig out our remaining foodstuffs. He took our Spam, the pinto beans, onions, potatoes, half a cabbage and two squash. He also took the hard-boiled eggs we had not eaten, as cooking didn't exempt them. He checked the seashells we had collected, but left them. The same was true for the woven mats and hats we'd purchased in Tonga. Fortunately, we'd mailed most of our souvenirs home, as we had no room for them on the boat.

To top things off, the quarantine officer even took our garbage!

He did not take our roasted coffee beans or our spices. Fortunately, tuna was exempt, as we'd removed all the labels from the cans. The canned fruits and vegetables were alright, as was the white rice. All the natural grains, seeds, rices and beans must be in the original packaging to be exempt — if they're in Seal-A-Meal bags or Tupperware they must be forfeited.

If a yacht arrives with a large quantity of restricted products, the government will put them in bond and return them when you leave. But then the economy of bringing food from home is lost — at least for the moment. We think it's far better to be aware of the quarantine regulations and plan ahead. Everything is in good supply in Australia and at a low price. The only two items we couldn't find were Argentinian beef and Hungarian bacon — but reasonable substitutes were readily available.

And besides, Australia is really worth the effort.

— diana green jessie

## Cruising Checklist

Chela — CT 35

Kerry Hamilton and Larry Haws

Forwarded by Donna Anderson  
of 'Asia'



# CHANGES

Donna Anderson of Channel Islands Harbor notes that way back in May of 1985, Andrew Fleisher of Cupertino asked several questions regarding preparations for cruising. Donna, who is preparing her *Islander 29* for a cruise, remembered such a list compiled by her friends Kerry Hamilton and Larry Haws of the *CT 35*, *Chela*. Kerry and Larry spent the last two years cruising the South Pacific. Donna hopes the following list and hints aren't too late:

1. Bring twice the clothes pins you think you'll need. Then double the number.
2. Bring lots of Joy, there is none in New Zealand.
3. Don't forget the stainless steel pressure cooker. Or the spare weights and seals.
4. Solar panels are better than wind generators.
5. If you're not a good fisherman, learn.
6. Bring lots of zip-lock and trashbags — they're expensive in the South Pacific.
7. Bring a good shortwave receiver, something that can pick up ham and SSB.



Jim and Barb Apple have returned to the frozen north. See 'Cruise Notes'.

Don't get a Sony 2001 like we did.

8. Buy good tools and keep them in a dry but easily accessible spot.
9. Don't do more than daysails with other boats; by buddy-boating you double your problems, not halve them.
10. Bring good hats and sunglasses with side-shields. Bring more than one as they'll go swimming.

11. Bring plenty of blank cassette tapes — they're expensive until you get to Tonga or Fiji.

12. Have a diesel — not gas — engine.

13. Cook with propane. Our friends on *Colom* were badly burned using a kerosene stove.

14. Build a rain-catcher, complete with drains to hoses you can lead to your water tanks.

15. Bring extra watches. Cheapo Casios that show seconds are fine.

16. Bring lots of U.S. peanut butter; the stuff in New Zealand is terrible.

17. If you use it, be aware you can't get Crest in Tonga, Fiji or New Zealand.

18. Charts of the islands west of the Societies and Cooks are not available in Tahiti.

19. Have small denomination currency and traveller's checks with you.

20. If you are going as far as New Zealand, try to put off buying sails and other replacement gear until you get there. If the dollar stays up, they cost half as much in New Zealand.

21. A windvane is a must. We see too many autopilots that can't take it.

22. Have a good first aid kit. Be ready for the worst, i.e. big burns, broken bones. Bring morphine injections if you can get them.

23. Bring Splash Zone underwater epoxy. It works great, and someday you too, will find your very own reef.

24. Bring spares of everything. Then install the spare — so you know it fits — and keep the original as a spare. Especially for your electronic equipment and engine gaskets.

25. Buy dark color water and fuel jugs. The light ones deteriorate in the sun.

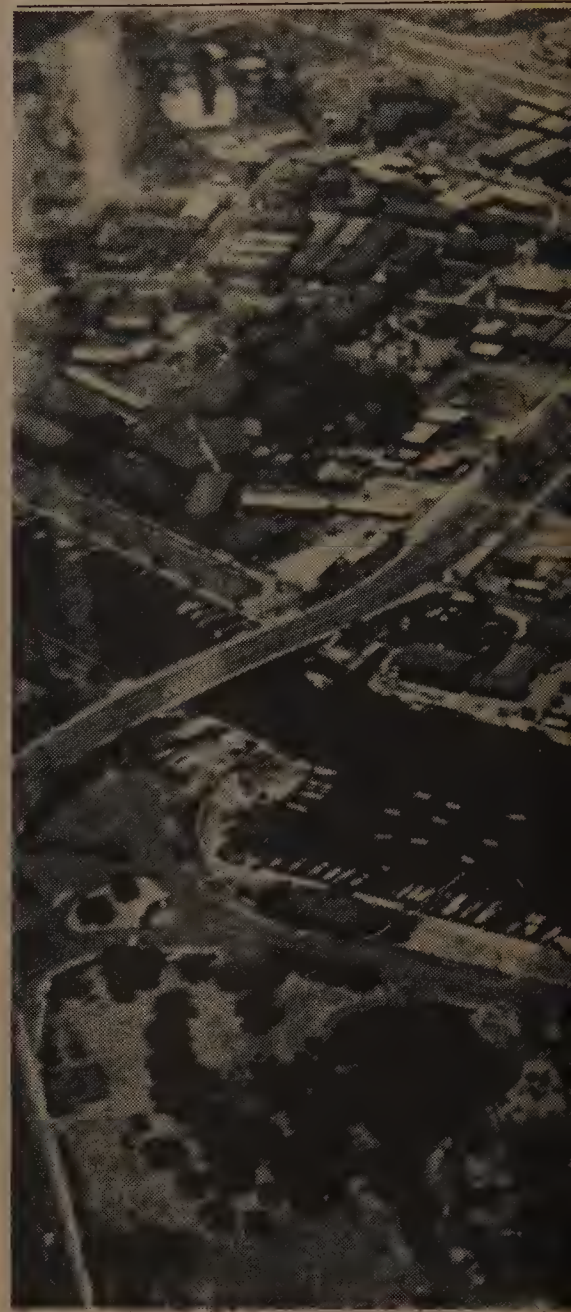
26. If you must have deck shoes, buy them at home. They cost many Yankee dollars down here.

27. Bring lots of sunblock, lotion and lip screen to Mexico. It's very expensive there.

28. Ampicillin and tetracycline are over-the-counter drugs in Mexico and very cheap.

29. We have two 10-lb propane tanks. It's not enough if you plan on using the oven. (We get about six weeks of normal use from each).

30. Get a flag book and make your own out of nylon. Bring one U.S. flag for each six



months you'll be down here.

31. Dock lines should be long. A minimum of 200-ft. It's necessary for Tahiti and the large tide ranges of the South Pacific.

32. Our 400-ft anchor rode has proved useful for things like pulling trimarans up on the beach.

33. You may be able to avoid import duty in Mexico and New Zealand on some boat equipment by having it shipped with the marking: "Vessel in Transit".

34. If you need room, get rid of your refrigeration. We think such units are a pain. Without them beer and ice cream at a new port really mean something.

35. Bring a one or two volume encyclopedia.

36. Don't prepay your bond for French Polynesia.

37. Learn French and Spanish.

38. British pilots are better than U.S. pilots.





Russell or Opua — Same. There's a very helpful woman at Opua.

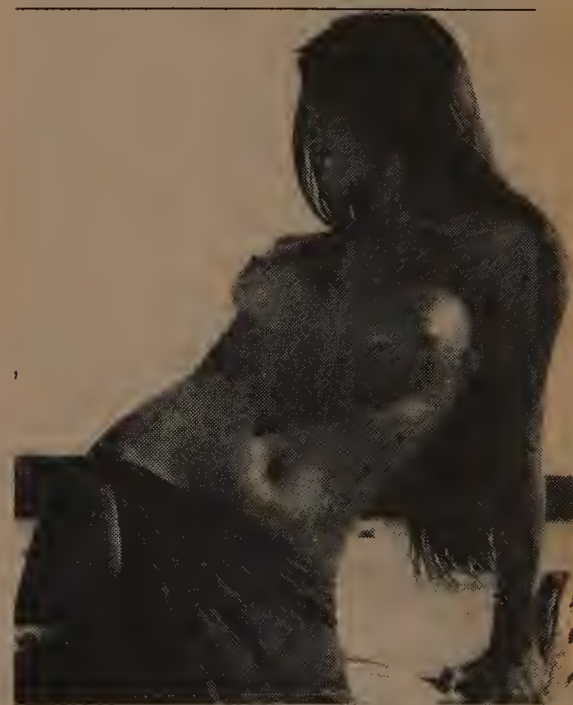
— forwarded by donna anderson

**Softwind — Cheoy Lee Lion  
Don Mollett  
Moorea, French Polynesia  
(Santa Barbara)**

*Softwind* is on the road again after spending 15 months in Mexico. I departed for Isla Socorro from Puerto Vallarta in March. I had a pleasant two day sail and an even more enjoyable time upon arrival.

After clearing in, the military personnel took me on a sightseeing tour by jeep. I saw many other harbors and did a lot of enjoyable diving there. I was allowed to fill my water tanks with desalinated water and make purchases from their base exchange.

I departed April 9 for the Marquesas, and



There's hundreds of women like this in Polynesia waiting for cruisers to pick them up. Unfortunately, they're all on postcards. Courtesy of 'Show Me's Rocky.

had many miles of spinnaker and/or wind-vane sailing. I caught many dorado all the way to the Equator, and saw Haley's Comet many nights as well as a full moon eclipse. Near the Equator I rendezvoused with Gary and Nadine aboard *Meridian* for a bottle of vintage California cabernet.

After 23 days I made my landfall at Nuku Hiva. What a tropical paradise with lush

39. Figure out some method to measure your water and fuel in tanks.

40. Bring good fish, shell, and bird books for the southern ocean.

41. Bring lots of Cutter's bug repellent for the Marquesas.

42. Have antihistamine for after the no-no's bite you at Daniel's Bay.

43. A Sun-shower is a must.

44. Bring plenty of good U.S. electrical tape.

45. Ditto for scotch tape.

46. Cinnamon is very hard to find between California and New Zealand.

47. Canned butter is cheap and available in the South Pacific.

48. You pay \$12 a week for cold showers and the cold shoulder at the Royal Suva YC. Leave Suva as soon as possible.

49. The first thing to buy in Tahiti is the *Tahiti Traveler's Guide* — it will save you a lot of time.

50. Everyone says the CCC has the best

Cruiser's Quiz. Which yacht harbor is this? Hint: When was the photo taken?

deals in La Paz. We thought the smaller markets were better.

51. If you see something you need, buy it right then! It won't be there when you come back. And that's not just true for Mexico.

52. When stocking up in Tahiti visit the Chinese wholesale houses near Marine Coral. In New Zealand check 'AWL' in Auckland.

53. The following are the best places to get mail:

Cabo — Capitain del Puerto

La Paz — Same

Hiva Oa — Poste Restante

Nuku Hiva — Same

Papeete — Same

Neiafu — Same. Mail is very slow to Tonga.

Suva — Same. We had ours sent to the Royal Suva YC but wouldn't do it again.



# CHANGES

tropical forests! It really is a hothouse, however, and the brief rainshowers are a pleasant relief. The nasty mosquitoes and no-no's make some of the anchorages on the south side of Nuku Hiva unbearable.

From a previous article, I decided to have some of my mail forwarded to Frank and Rose Corsair's hotel. Never again! Frank and Rose were to be in Hawaii until late October, and the people at the hotel knew nothing about mail coming in. All my mail has now been totally lost. I would advise fellow cruisers to have their mail sent to American Express in Papeete, even if it means waiting an extra month to get it.

I carefully made four landfalls at atolls in the Tuamotus, where as with the Marquesas, the hospitality of the natives made it all worthwhile. It became harder and harder to leave each atoll.

Currently I'm in the Society Islands. I arrived in Papeete for the Polynesian Autonomy & French Bastille Day celebrations. They ran concurrently from June 28 to July 20 and featured many native events such as canoe races, dancing, singing, fire-walking, javelin throwing, etc., etc. They were all worthwhile to see, but very costly, straining many a cruising budget.

Papeete itself has to be one of the worst tourist traps in the South Pacific. Everything is outrageously overpriced. My advice is don't be in a hurry to get here.

Papeete's harbor is a major shipping port, and large container ships come and go at all times of day and night. If you anchor far from shore in the main harbor, you may get a rude awakening when a "killer ship" grazes by at ten knots.

Right now I'm in Moorea for a bottom job and some relaxation before making my next move west. There are more than 4,000 miles to the Great Barrier Reef to be covering before November 1, the start of hurricane season. Then another 2,000 miles to Perth for the Cup. That's going to be one big party I won't miss!

— don mollett 7/21/86

**Foxy Lady II — Ericson 32**  
**Brian, Jan and Brian Jr. Caldwell**  
**Aitutaki, Cook Islands**  
**(Waikiki YC, Honolulu, Hawaii)**

We arrived in the Cook Islands, Aitutaki, June 5, after a great three day (350-mile)

downwind sail from Mopelia. I can remember when a three day sail was a big deal — I guess you get used to it after one year!

But more on Aitutaki later. We spent the hurricane season (November-April) in French Polynesia. Based on current rumor, I guess the "Class of '85" will be the last yachts allowed to do that. It's a shame because there is far too much to see in such a short time.

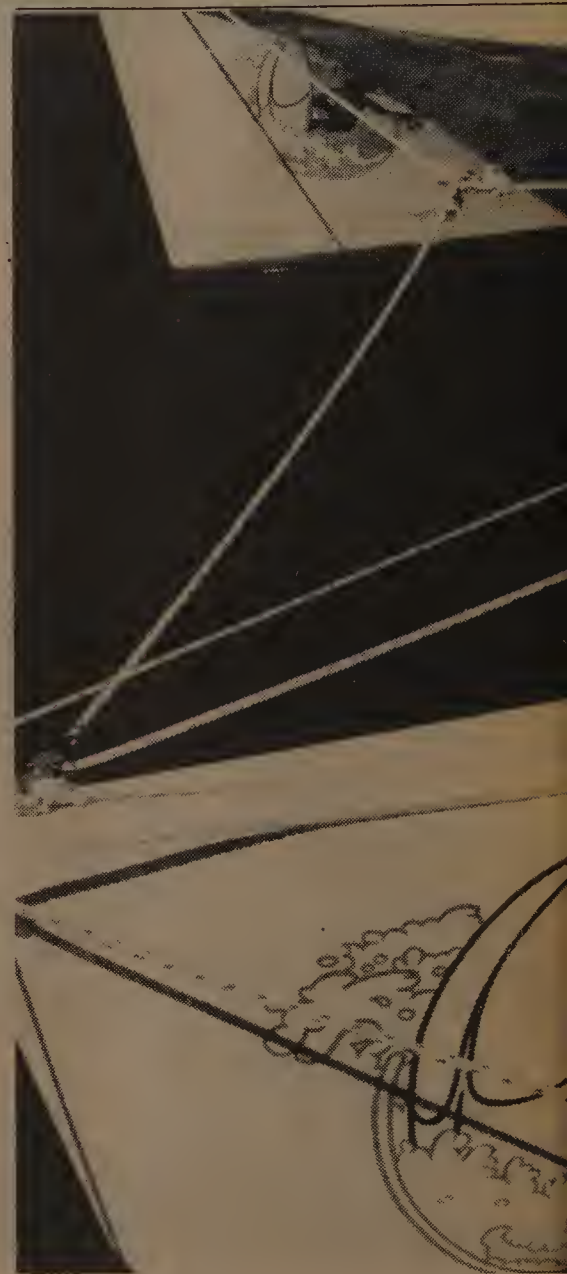
We really enjoyed Opumohu Bay, in Moorea and ended up anchoring there for two months. Hurricane Ima drove up into Pigs Bay, where seven American yachts formed the to-be-famous, "Pigs Bay Yacht Club". Plans for t-shirts, visors, burgee and pig snoot glasses were developed during our one week hurricane scare. We then cruised the Western Societies, enjoying them all.

We, like everyone else, were "kicked out" of French Polynesia during April. Most visas were not extended beyond May 1. Everyone ended up at the Hotel Oa Oa in Bora Bora for a wonderful last "official" stop in French Polynesia.

Since the majority of yachts were not ready for the big trek to Samoa, Tonga, etc., we all sailed to Mopelia . . . truly the real jewel of the Societies, little Mopelia with only five natives, 20 cruising boats and 50 yachties. The pass into Mopelia is a definite "E" ride. Fast-moving, narrow and very scary, but everyone made it with no problems. The five locals were warm and giving, but somewhat overwhelmed by the number of yachts calling all at once. Jane Fonda beach exercise classes, pot-lucks, lobster hunts, fishing, etc. became daily organized events. The fishing is the best we have seen, but when spear fishing — two fish maximum and it's definitely time to get out of the water. Many large grey (sharks) uninvited guests want your fish real bad!

We ended up staying in Mopelia for two months and were the last boat out. We would probably still be there if they had a market and liquor store, but supplies were very low and it was time to move on to Aitutaki.

Since Rarotonga is still closed, many more boats are visiting this lovely island and its 2,000 inhabitants. Everyone speaks English so it is very easy to get involved with the Cook Islanders. I think just about everyone



on the island knows us by first name. The boat is loaded with bananas, oranges, limes, etc., all gifts.

Last night a complete dinner was delivered via canoe: ground oven baked pork, taro salad, arrowroot, banana pudding and sea-weed by a local family we have become friends with. Sunday they — 12 of them — took us to the back side of the lagoon for spear-fishing and a fun day of sightseeing.

We arrived here thinking of a one to two week stay, but will probably stay two months. We are anchored in a small lagoon in front of the village. There's a very strong current (4-5 knots) and just six feet of water. We all have three to four anchors out to keep from swinging and there is a lot of wind to "keep us on our toes".

We seem to be moving much slower than most boats we see cruising down here. It really gets harder to "move on" with each stop. I only wish I could adequately put into





Mark and Kay Rudiger's last shaved ice before heading to Palmyra.

words what a wonderful adventure this has become. Fantastic natives, beautiful water, unreal sunsets and experiencing the different cultures that we have been exposed to. The South Pacific is everything that has been written about it and more.

The local Catholic priest, Father George, is a real lover of the sea and would love to cruise. He is now in his 70's and can only dream and live his adventures through the visiting yachts. He takes the "yachties" on a tour with his pick-up truck and hauls us around the island. All he asks in return is for you to sign his log book which he has kept for many years.

There is a large festival (fete) here in early August that we want to see. We may ask Father George to sail to Rarotonga after the fete with us, to see the big Cook Islands festival in mid-August. It is only a 150 mile

sail and having a priest on board may "help" us all!

A few notes on Aitutaki: The pilot is correct; the pass is narrow, shallow and always ebbing. Since our arrival, 25 yachts have visited here, of which three have gone aground, requiring help in getting off. A Swan 51, *Defiance*, from Australia, went up on the reef and is a total loss. The local tug was on the reef for two days after trying to pull off the Swan and sustained significant damage. At least half of the fleet have drug anchor at least once!

Although yachts with six feet draft have come in, they all bounced several times and most sit on the bottom at low tide. There is little maneuvering room in the anchorage.

Hopefully this will not scare anyone off because it is a great place to visit. Just be prepared for shallow water, lots of wind and the use of big anchors! Visas are issued for 31 days and renewed on request. There is a \$25 (New Zealand) renewal fee. Harbor fees

are \$1.50 (N.Z.) per day with a \$20 (N.Z.) departure tax. Current exchange rates are \$1.70 (N.Z.) for \$1.00 U.S. Everything is a lot cheaper than French Polynesia and most things are readily available.

As we stated in our first *Changes in Latitude* report, we intend to meander through the South Pacific as long as it's fun — and it still is and getting better all the time.

Kia Orana — May you live on.

brian, jan and brian jr. 7/7/86

## Cruising Finances How to Handle Them Greg Harrison Cupertino

( Editor's note: Last month a reader requested information on how cruisers managed their finances while off cruising. Greg Harrison, who cruised with his wife Sue on the Freeport 41, Rayelle, from San Francisco to Panama to Florida to the Bahamas, offers the following advice:)

During our 18-month cruise, we had no problems with bills and other financial transactions. All that was needed was a cooperative bank, American Express, MasterCard, an international telephone credit card and a trusted relative.

First, we arranged with our bank to automatically pay the expected bills such as the MasterCard, etc. The actual bills came to us, after the fact, via our forwarding address (trusted relative) who sent them to us with our regular mail. We checked them carefully, but never had a problem.

Besides bills, we had some expected income from some investments. This was deposited directly into our bank account by our broker.

We got cash by writing personal checks, using our American Express card, at American Express offices wherever we went. At the time there was a \$300 limit per week. It's my understanding that you can now arrange to have a larger line of credit. It sure beats letters of credit, except when you need a real wad.

Since we used our American Express and MasterCard cards whenever possible (mail order goods from the States, occasional stays in hotels, airplane tickets, shops in larger cities, etc.) there were few unanticipated bills. Those that did arrive at our mailing address were forwarded to us after



# CHANGES

which we paid them by check. None were so late as to cause trouble.

In our case, we instructed our 'trusted relative' not to open any mail except for obviously official stuff (IRS, etc.), so as to minimize the effort on their behalf. Even the few "important" matters arrived in time for appropriate action.

We gave our relative access to our bank account so that as a last resort we could ask him to pay for us or to resolve problems in special circumstances. Except for long passages, it is unusual to be very far from the telephone for long. Even if phones are hard to get to or can only be used at weird times, we found you don't have to use them very often.

We did have a ham radio, but it's illegal to use it for business transactions.

In summary:

1. Have a cooperative bank to automatically receive and disburse funds. But make sure you balance your checkbook when the statement comes.

2. Use your American Express card as a reliable source of cash.

3. Take along a VISA and/or MasterCard. Many places don't accept American Express.

4. Have someone to forward your mail regularly and act for you in emergencies. The latter requires they have access to at least some of your funds. A power of attorney could also be useful.

5. Have an international telephone credit card. If your home phone is no longer connected, use a relative's name, address and phone number.

— greg harrison 8/10/86

*Readers — We did a little checking with American Express as Greg thought the check writing limits may have increased. He was correct. If you have an American Express card, you can write a personal check for as much as \$1,000 at any of their offices. You'll get \$200 in cash, and \$800 in traveller's checks. The limit is \$1,000 per week of emergency cash, although larger amounts can be arranged for.*

*We did a little check on where they have offices where you can write such checks. You can do it in Honolulu, Papeete, Pago Pago, Suva, Noumea, and Guam to mention some in the South Pacific. They don't*



*have any such offices in the Tuamotus, the Marquesas, Tonga or any of the smaller island groups. In Mexico you can write checks at American Express offices in Mazatlan and Acapulco. There is no office in Puerto Vallarta or Manzanillo. Mexico City has two. Belize has an office, as does San Jose, Costa Rica; Panama City, Panama (not Colon). Guatemala and El Salvador have offices also, but we'd stay away from them.*

## **Quark — Bodega 30**

**Dave Symonds and Dianne Tipado  
Noumea, New Caledonia  
(Sausalito)**

Greetings, this time from New Caledonia. Quark is anchored in the harbor of Noumea, the capital and principal city of this French Overseas Territory. You last heard from us during the past Christmas holiday period from New Zealand's Bay of Islands. Here is what has happened since then.

Right after New Year's, we started sailing

Whangarei, the popular stop between New Zealand's Bay of Islands and Auckland. Whangarei is pronounced as if it began with an 'f'.

south the hundred or so miles to Auckland for the haul-out/refit. The trip was a leisurely three-day affair which involved stopping each day in mid-afternoon and spending that night in one of the pretty anchorages along that section of the south at that time. Being at the height of the southern hemisphere summer, January is the big vacation month for Kiwi's. Each day we would pass scores of northbound Kiwi yachts heading for a Bay of Islands vacation. Auckland is reputed to have the highest per capita rate of yacht ownership of any city in the world and we could see why, both on that three-day trip down and when we got there — sailboats everywhere!

Quark was hauled out January 6th at Auckland's big Half Moon Bay Marina. The next day, I hitchhiked back up to the Bay of Islands to get our car. With "wheels" once more, we were in business. Our primary





LATITUDE 38/RICHARD

objective for the haul-out was to remove and sell *Quark's* frustratingly underpowered and somewhat elderly 10 hp diesel engine and then to install a more powerful new one. Secondary ones were to rebuild and strengthen her rudder, do a lot of painting and varnishing, and tackle a list of about 20 minor repairs/modifications. I'll spare you the details.

All objectives were achieved — the centerpiece being the installation of a new Yanmar 27 hp diesel engine. Except for a friend's invaluable help in setting the new engine onto its beds, I did the whole job myself. Having never done an engine installation before, the prospect was most daunting. (In fact, I tried hard, but unsuccessfully, to find a suitable mechanic to hire for the job.) Let me report that necessity mothered quite an invention. The result looks good, runs well and has more fussy, neat, attention-to-detail details than I could ever afford to hire done. It was a real growth experience, the results of which I'm pretty proud.

We had intended to rent a furnished apartment during the haul-out. However, a check of likely costs to do all the planned work didn't leave enough money for that luxury, so we wound up living on board for the entire four months that *Quark* was high and dry. She was a workshop by day and a one room studio apartment by night — made more interesting by the climb up and down a 10 foot ladder to connect with the ground. We had electricity and fresh water piped in, but the yard's toilets and showers were about 150 yards away. This latter feature resulted in an involuntary aerobic sprint whenever it rained. But the Auckland yard experience was essentially positive. In addition to the gratifications from completing projects on the "to do" list, there was socializing with other landbound sailors and new-found Kiwi friends, being able to see recent movies, visit some excellent restaurants, make occasional daytrips by car, and the availability of lots of grocery and marine supplies that we hadn't seen since leaving the States. Dianne augmented the exercise she got from boat projects with thrice weekly sessions of both badminton and exercise classes. For me, the wrenches and screwdrivers provided sufficient workout, thanks.

On the debit side, our extensive list of boat projects prevented venturing very far afield, so we didn't get to see more than about 10 percent of New Zealand. By the time we were able to get back in the water — late April — we were intent on moving north to more tropical latitudes before the advent of winter gales. Also, there was a primal desire to get to warmer weather. For the last 6-8 weeks in New Zealand, the coming of winter brought many evenings in which *Quark's* diesel-fired cabin heater was really crackling.

After two weeks in the Auckland area, testing and adjusting the new engine and completing several in-the-water boat projects, we went north on a shakedown cruise to the city of Whangarei. The new engine fulfilled its promise and was/is a joy. 'Authoritative' describes it best. *Quark* responds quickly to changes in throttle setting and there are bags of horsepower on tap with which to power into headseas and winds. It's like having a different boat — most amazing. It took 10 days in Whangarei

to remedy the various things that "shook down". On May 27, we cleared Customs, then motored out into a blustery southwester that provided a big lift toward our destination 915 miles to the north — Noumea, New Caledonia. The nine-day trip was uneventful. We didn't even experience a gale, a boast that not many of our friends here on other yachts can make.

So far, New Caledonia gets mixed reviews. There are excellent restaurants, a pleasant mid-70's climate, another opportunity to try to exhumate my college French, delicious croissants and French bread and the promise of some fine cruising through the many anchorages that dot the coast of this third largest island in the South Pacific (after New Zealand and New Guinea). Weighing against these pluses are cool and murky water, high prices, and a difficult political climate due to the ongoing but recently aggravated friction between the endemic Melanesian Kanaks and their



"Dave Symonds of 'Quark'."

French masters. This latter problem could result in danger to a Caucasian yachtcrew in some of the more remote anchorages. We're still gathering info on that.

As for the future, New Caledonia may continue to be interesting right up till Octo-



# CHANGES

ber, the time when the coming cyclone season makes the mariner think of either temperate or equatorial latitudes. On the other hand if it pales, we'll probably head to Vanuatu (New Hebrides) where *Quark's* supply of anti-malaria pills will surely get tapped. Or conceivably, north to the Solomons, although that isn't likely now since recent cyclone damage lowers their "cruisability". Come October we'll head south, most likely back to New Zealand. We may spend the entire cyclone season there or possibly split it, sailing across that Tasman Sea in February to Brisbane to, as they say down under, "have a look" at Australia.

Longer term, it's really hard to say. I know that living on a small boat will eventually lose its gloss as some of its more homely aspects begin to grate: for instance, living in a confined space, being completely dependent upon and reactive to the weather, lots of physical work, extremes of temperature (taking a shower in the cockpit when it's 60 degrees with 25 knots of wind blowing clears the mind wonderfully) and a continuing program of both preventative and repair maintenance which is necessary, to keep the enterprise afloat. And the distance from friends and loved ones that this lifestyle imposes is tough, probably the toughest element of all. Of course balanced against these shortcomings are the pluses — adventure, travel, new experiences and a refreshing sense of responsibility for one's own welfare.

— dave symonds 7/16/86

## **Magic Cloud — N/A Janet Tetrault & Glen Middleton Papeete, Tahiti (Vancouver, British Columbia)**

Realizing that French Polynesia has been well covered, we would just like to mention a few things which future cruisers might find helpful.

First of all, a big 'thank you' is in order to *Latitude 38* for the fabulous party you hosted in Sausalito last fall. We didn't need crew, but really enjoyed the slide show on Mexico. It actually motivated us to change our plans and spend three months there; we enjoyed it. It also gave us a chance to discuss our itinerary with both experts and novices, with the result that everyone got a big boost of enthusiasm to get going. We still keep in close contact with many of the cruisers we



'Show Me'. The Missouri-based boat has covered many Pacific miles since this Sea of Cortez Race Week photo was taken.

met there.

Our 21 day crossing from Manzanillo to French Polynesia was our best sailing experience ever. We picked up the trades 150 miles out and cruised wing-on-wing under sunny skies right down to the equator. It was just magnificent — especially if you're used to the flukey winds of the Pacific Northwest.

Then after about 15 hours — spread over a three day period — of playing motorboat in the doldrums, we were off again with an average of 15 knots of wind on the beam toward Hiva Oa in the Marquesas. Trade wind sailing is the only way to go!

We spent a month and a half exploring the five main islands of the northernmost group in French Polynesia. The spectacular scenery and friendly people made our visit very special. The *gendarmes* were extremely accommodating wherever we went.

Our strongest recommendation? Learn some French. Being able to communicate with the locals makes your time here so much more fulfilling and personal.

A less positive lesson we and another yacht learned the hard way is that liquor should not be used as a trading item or even offered to local guests. Particularly the young males who frequently row out and welcome yachts with offerings of fruit and fish. The best intentions can occasionally get out of hand when booze is around.

During our month stay in the Tuamotus we visited Manihi, Ahe, Apataki and Toau. Each atoll had its own special charm and hospitable people. We explored pearl farms, spear fished in shark infested passes, indulged in feasts of turtle, lobster and bread baked in underground ovens — to name just a few. The water was fantastic for swimming, and its clarity allowed us to enjoy snorkeling around the numerous coral heads.

Tahiti lies just ahead, with its bright lights, traffic, noise, pollution, bustling crowds and ice cream — we can't wait!

— janet and glen 6/5/86

## **Cruise Notes:**

The lovely Polynesian in the photograph on page 4 comes courtesy of Rocky, skipper of the Swan 651, **Show Me**. On the back of the postcard he writes: "Just a quick





LATITUDE 38/RICHARD

no joke.

**Sundowner's** still out there. During a telephone conversation with Toni Worthington, we learned that she, husband Ty Knudsen and their 12-year-old son, are still out cruising the South Pacific on their Westsail 43. Having been gone for six years now, they've decided it's time to come home so their son will be able to spend his teenage years with more peers. Of course, they figure it will take them a year-and-a-half to get back to Honolulu. If you think time moves slowly in Mexico, you haven't been to the South Pacific.

We spoke with Toni the night she was flying to Hong Kong, the first stop in her journey to return to the boat. She reported that Dave and Emily Kopec of the Westsail 32, **Meander** (*Kruising in Korea — Or Pusan You*) would be picking her up at the airport. 'Wait a minute,' we said, 'a few months ago Dave and Emily said they were sailing "right back" to the west coast.' 'They are,' said Toni, 'it just takes a few months and visiting different places to get ready for the trip.' Just another example of how relative time is.

Early in August we had the opportunity to visit with John and Barbara Neal on their Halberg-Rassy 31, **Mahina**. John is the author of *The Log of the Mahina* and wrote the *Milk Run Series* for *Latitude 38*. For the last few years he's been up in Friday Harbor, Washington, where he based his Mahina Cruising Services business. Itching to wander again, he sold the business to Northern Californian Sue Abbot.

John told us he and Barbara planned on leaving the following morning for a non-stop passage from Sausalito to the Galapagos Islands — about 2,500 miles. The distance is not a great problem, the fact that it's hurricane season is — at least to our mind. We explained to an unconcerned John that while *Georgette* had just passed on, *Frank* had just been declared a hurricane. Together we pulled out the pilot charts, and discovered that *Mahina's* course would take them right down one of the two primary hurricane tracks. John figured they could pass through that 250-mile primary danger zone in two days and that it was an acceptable risk. We tried to sell him on the virtues of a late summer cruise down the coast of California and the delights of an early winter

in Mexico. He wasn't buying.

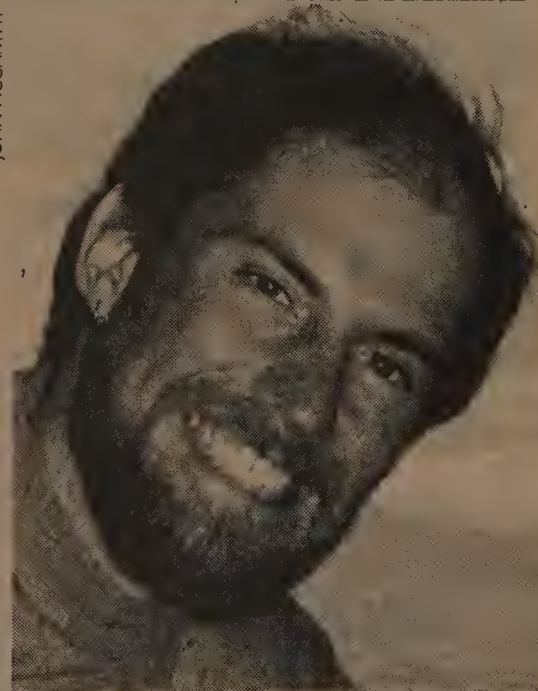
What happened to John and Barbara? We've gotten no news, but presume they made it through the hurricane region in one piece. Most do. The rest are never heard from again.

Jim and Barbara Apple are back in Sausalito after several years in Mexico with their Westsail 32, **Shoestring**. They report that the trip back up included a few lumps but that they and the boat did just fine. As for Sausalito, "It's freezing here. We bought a heater the first day and should have bought a fireplace to go with it."

We got word that Barry Stephens on **Rowena** left the Ala Wai in late July for Alaska. He's a little behind his original schedule, but we're delighted to see that he's taking his own sweet time with this most recent cruise.

Friends who monitor the ham nets tell us that as of mid-August, Bo and Annie Hud-

JOHN MCCARTHY



John Neal. The last we heard he was hedged down the path of Mexico hurricanes. Good luck!

son are motoring through the Pacific High, halfway home from Hawaii on their Freya 39, **Lionwing**. Tahiti was too hot for their liking, but they enjoy the passage-making so much they may go again next year.

Greg Gilette, long time IOR racer and resident of Hawaii, reports that he, his wife Nancy, and six-year-old son have been

note to say hello and how much we enjoyed Baja Ha Race Week (Sea of Cortez Race Week). We had a great time racing and doing all the rest. The article you wrote about it was great, too. *Show Me* is now in Tahiti, having snaked our way through Hawaii, the Marquesas and Tuamotus. Next come the Cooks, Samoa, Fiji and then on to Australia."

Oops! We made a few errors in last month's *Changes* from "KC" and Zayna Holm on **Escape**. In the first place, we incorrectly spelled her name 'Zagna', for which we apologize. We also said it took them from May 26th to June 26th to cover the waters between San Francisco and Cape Flattery. "KC" and Zayna may be senior citizens, but it didn't take them anywhere near that long; they rounded Cape Flattery on June 8th. As for the remainder of the trip, "KC" reports, "The rest of our cruise to Expo '86 and back was great fun and casualty free. We made the long run downhill the same as we did going up — stopping each night, but in some different places." "KC" also notes that they saw a Russian freighter and large fish seiners within three miles of the coast. We guess it means that movie was



# CHANGES IN LATITUDES

cruising their mahogany PJ 43 through the South Pacific for the last couple of years. The boat has been in the Auckland area since last November. Since it's now winter in the southern hemisphere, it's been cold. Very cold. Just before flying-up to August's Kenwood Cup in Hawaii, Gilette had one of the chilliest sails of his life, taking the boat from Whangarei down to Auckland. He reports there was snow on the ground when he left and a frigid wind whipping up from the Antarctic.

But like a lot of cruisers, the Gilette's have really been taken by New Zealand. They purchased 100 acres of land near Whangarei, and are hoping to get government approval of the purchase.

While covering the Kenwood Cup in Hawaii, we had the opportunity to buy old friends Mark and Kay Rudiger a farewell dinner. The following morning they bought one last shaved ice — see photo on page 6 — and then headed off on their Carlson 29, **Shadowfox** for Palmyra and Christmas Islands. As you can tell, in the photograph they're not sitting on their own boat, but on **Bullfrog**, elapsed time winner of the

Singlehanded TransPac Mark competed in early this summer. The Rudigers did the Sauza Cup off Maui on the big tri, and after sailing higher and faster than the maxi *Sorcery*, Mark says we can tell friends that he and Kay "have become multihull enthusiasts".

Sometimes we don't always get to run all the *Changes* we receive right away. Such was the case with Janet and Richard Doell from Point Richmond, who a few months ago were on their Mull 38, **Muav** on the south coast of Tahiti. We hope to run excerpts of their letter next month.

We know a lot of you have been waiting for the following news, the glimmer of hope that maybe someday you'll be able to cruise the Beruit of the Western Hemisphere, Nicaragua. *Time* magazine reports that the Sandinista government has planned a \$40 million resort complex on the Pacific Coast that will consist of a hotel, convention center and gambling casino. The idea is that the resort will attract Americans and Canadians,

whose dollars are badly needed.

Now we all know if there's a big complex like that, a yacht harbor is soon to follow. We figure it will be a two basin affair; Basin A for Sandinista supporters and Basin B for Contra supporters. During the day the groups can try to kill each other, and then after sun-down cocktails they can trade cruising stories.

If you don't hear anymore about the project until it's completed, don't be surprised. The U.S. State Department has already belittled the idea, as have several Sandinistas who are appalled at the idea of capitalists luxuriating on land "consecrated by the blood of our . . . martyrs." As a result, the Managua government has clamped a blackout on the project.

Don't try and tell us this planet doesn't have a sense of humor.

If you're out there cruising, remember to drop us a line. It doesn't have to be a big long letter or anything, just tell us who you are, what you're doing, and what other cruisers are around. If you provide a U.S. address, we'll send you a Roving Reporter t-shirt for your efforts.

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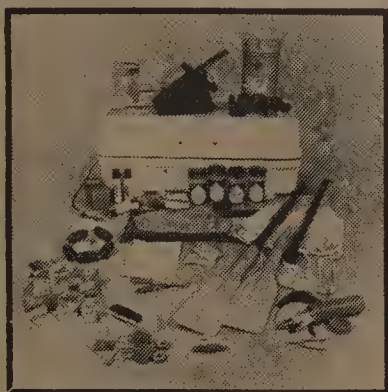
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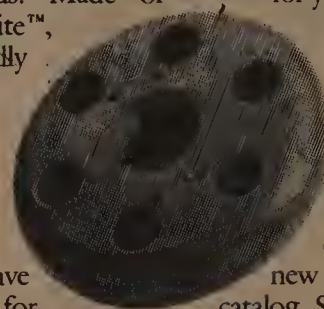
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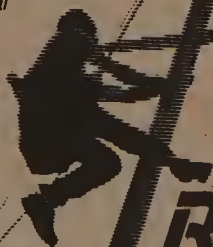
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Must sell. Ocean too far and kids too young! Olson 30: \$21,500. Trailer, 10 sails, radio. Santa Cruz 27: \$14,000. Trailer, new sails. Tow vehicle: Dodge van 318 with one of above sailboats only: \$2,200. Boats from Bay Area. In excellent condition. I will deliver anywhere. Will entertain any serious offer tendered. For details call Don Keenan (512) 695-9176 or write: 13403 Flying W Trail, Helotes, TX 78023.

**DIESEL — CAL 2-25 — \$17,500**

Fast, spac., beautiful. VHF 50 ch., ds, spdomtr, compass, shore power, alcohol/elect. stove, club jib & 130. 5'10" headroom, 5 bunks 6'6". Great access to Yanmar 8 hp dsl, dual batts, 12 gal fuel. See near Rio Vista. Orig. owner. Richard (916) 922-1792.

**GREAT VALUE — SANTA CRUZ 27**

At \$11,000, *Guava* is a steal. Always trailer sailed, this racer/cruiser is in excellent, clean shape. VHF, trailer, 6 sails. Owners are very motivated to sell. Can be seen in Santa Cruz. (415) 924-8421 or (408) 423-9902, evenings.

**HERRESHOFF CATBOAT**

Herreshoff America 18' classic built in 1972 of fiberglass with oak and teak brightwork. Gaff rig, centerboard, barndoor rudder. Includes 1975 Evinrude 7.5 hp. Many extras. \$5,000. 547-7353.

**PEARSON 323**

1979, French gray hull, Volvo diesel, h/c press. shower, Lectra San head, 3-burner CNG w/oven, wheel steering, chrome hooded compass, dodger, VHF, km/depth, cushions, custom upholstery, Coyote Pt. berth available. \$47,000. (415) 369-0943.

**COLUMBIA SABRE 32-FT**

6'3" beam. Very narrow. Very fast. Spinnaker, outboard, internal halyards, Barients. \$8,300. (415) 530-2993 or (415) 530-6558.

**ESTATE SALE — DOUBLE-END WESTSAIL 32**

Cruise quality, cutter rig, launched '82. \$38,000/B.O. sails away. Volvo 3 cyl, under 50 hrs. S.S. rigging, Marinetics panels, Lewco bat. maint. Unifridge, 35-lb CQR, 150' 3/8" chain/2 spd winch, LPD tilting alum. mast, 6 winches, hauled 6/86. (415) 875-4268.

**ERICSON 27, 1972**

Gas Atomic 4. VHS, depth, knot, bottom job and survey 4/14/86. Valued \$19,000. Sell \$16,900. Berthed in Berkeley. Call (415) 636-8324 Barbara; after 6 p.m. (415) 895-8362 Randy or Barbara.

**22-FT WOODEN SLOOP**

Undergone 1 year intence renovation. Now excellent condition. 4 sails, spinnaker, outboard, electrics. \$7,000. 381-6113, leave message.

**FUN YET**

Lovely teak Chinese Junk, 30x10x3.5, Volvo, new propane galley, dinghy, carvings, full cover, Microfor, VHF, stereo, etc. Ext. recent restoration, upgrading. Roomy, comfy Bay cruiser. Guar. head turner. Great party boat/liveaboard. Rob 652-9095.

**ISLANDER 30**

1979. Must sell, no reasonable offers refused. Volvo diesel, pedestal steering, dodger, 5 sails, depth sounder, knotmeter, am-fm cassette, VHF, shower, hot water, stove and more. Call Don, (408) 379-3250; or Walter (408) 266-3253.

**CATALINA 30-FT**

1981 model. Wheel steering with Ritchie compass, Lewmar 42 self-tailers, and more. Clean, well kept boat in excellent cond. \$32,000 or best offer. (209) 532-3855 days; 533-3129 eves.

**ADVENTUROUS COUPLE**

Creative craftsman & homebound Kiwi, RN, seek crew positions to New Zealand. Keen on sailboarding, telemark skiing, rock climbing & progression! Currently 'livin' up in Tahoe. Steve & June (916) 581-1197, Box 548, Tahoe City, CA 95730.

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**EXPRESS 27 LOCOMOTION**

Take over payments, only: \$307 per month! S.F. Bay Champion, best racing yacht value on the Bay. 14 bags North sails, offshore gear, electronics, knotmeter/log, trailer. \$26,000. Call Roy Falk at 823-2454 days or 833-1741 eves.

**ISLANDER 28**

1978. Very good cond. Volvo diesel, spinnaker, VHF, knotmeter, depthsounder, Sausalito berth, recently hauled & surveyed. Anxious to sell at \$28,500 or B.O. Call Larry, work 781-1700; home 332-6953 or Craig, work 467-6310; home 459-1738.

**CRUISE CARIBBEAN**

Skipper seeks couples/singles to share duties, fun & expenses. Island hopping Virgin Islands & area on Vancouver 42', 12/86-4/87. Skipper has 10 yrs expr. in these waters. Wr/ph: Ed Sacher, P.O.B. 702, Anacortes, WA 98221. (206) 293-6978.

**\$9,000 ARIEL**

New: Rig, rudder, bottom. Serious. (707) 874-3018.

**TRIMARAN 35 TRI STAR**

Sloop, 6 sails, Atomic 4, sleeps 6, Mexico vet, wheel alum, mast, teak, mahogany, electronics, windlass, CQR, Avon, Berkeley berth, much more. Consider trade of income property. \$40,000. Call Don, (707) 554-1718.

**OFF TO ALASKA?**

30' Rawson, full keel, diesel, roller furling, factory finished, clean, many extras, liveaboard/cruise, Avon, exposure suits. Been to Alaska twice, once singlehanded. Moored in San Juans, WA. Reduced to \$27,000 for quick sale. (503) 933-2937 lv msg.

**FARR 727**

24-ft racer/cruiser built by Northstar. 9 North sails, 6 hp outboard. New bottom job. Boat located in Southern California & has been lightly used. Nice clean boat. \$11,000. Contact Jerry, (213) 646-3260 days; (213) 427-3116 evenings.

**PARTNERSHIP — ERICSON 29**

Pristine cond. New LPU paint, 25 hp i.b., battery charger, 2 Dan-forths, depth, km, windspeed, wheel, stereo, 130 Seafurl jib, midboom-sheeted main. Saus. berth. Half-ownership \$12,000, half of upkeep. Serious offers only. 388-7570 eves, weekends.

**HUNTER 25 — SALE — TRADE UP**

1981. Excellent condition. Trailer, Honda 90, headsail furling, reefing. One owner. VHS, ds. Catalina Island vet. Asking \$12,500 or trade up for 29'-31'. (805) 772-3917 eves.

**NEVER ANOTHER SLIP FEE**

Buy my 36' slip at Pier 39 and don't pay another slip fee for 50 years. Move forces sale of this great investment. \$27,000 or I will beat any other reasonable advertised price. Tom (617) 639-2547.

**ORIGINAL H-28**

New plywood & fiberglass deck, mahogany cap & rub rails. Masts stripped & varnished. Engine rebuilt 1/86. New cushions & paint. 6 sails, Delta cover, 2 boat covers, Sausalito berth. 552-5580 weekdays; 585-2291 evenings.

**CAL 2-27**

Loaded, ready to sail away! Full North inventory including spinnaker. VHF, Speedo, compass, tapedeck, icebox and stove. Great PHRF to race, all amenities to cruise or party. \$18,500. Ask for Mikie, (415) 933-9293 eves; (707) 554-0157 days.

**STEAL MY SAILBOAT!**

Gorgeous, fast & fun Columbia 5.5 meter class (32.5' f/g, full keel, no cabin). Exc. cond. Tahiti yellow LPU, Evinrude 6 hp o.b. 8 sails, full cover, much more. Must see. Must sell. \$7,400/offer. Chris Clark, hm: (707) 763-5686; wk: (415) 946-1300.

**J/24 QUICKIE**

Immaculate, race rigged/cruiser, like new. Outboard, set of 6 sails, compass, depth, Delta/knotmeter, porta-potti, new bottom paint. Fresh water boat, lakes and Delta. Tandem axle trailer. \$17,000 or offer. Get ready for the '87 Worlds. (209) 333-2111

**ISLANDER BAHAMA HULL NO. 33**

Sturdy 24' glass sloop. Perfect Bay/Delta weekender. Hauled & surveyed '85. Exc. cond. 4 bags, new Honda 75 o.b. 4-man inflatable, mucho extra lines & blocks. \$6,995 cash or partial trade for small lake sailer (14-18') w/trailer. (707) 433-2045.

**30-FT MERCATOR SLOOP BRINESTORMER**

Custom built, top quality const., hardware, ds, Norcold, Hillerange, Schattauer sails, roller reefing, windvane, Volvo dsl, 175 gal H2O, 75 gal fuel, s.s. tanks, Metzeler, 3 anchors, well maint., doc., completed circumnav. \$29,500. (206) 641-0643.

**24-FT WAVELENGTH 1984 BY SCHOCK**

Commissioned 5/85, freshwater only. Full race, 5 Ulmer-Kolius sails, outboard bracket, tandem trailer with upgrade tires. Excellent condition, fast (PHRF 158). Bought larger boat. \$15,900/offer (25K invested). (303) 698-2738 eves.

**CATALINA 27**

1982. Clean, like new condition. Tall mast. VHF, depth, am-fm cassette. Compass & more. \$19,500. Phone (415) 658-2459.

**NO DOWN — TAKE OVER OR REFINANCE**

1972 Yankee Clipper 41' ketch, fiberglass hull, teak deck over glass. Perkins 1200 hours, new trans. Inventory exceeds most cruising needs. Two recent surveys available attest to superb condition and inventory. Financed at 12½% fixed with 11½ years remaining on 64K. Monthly at \$890. Vessel is on mooring in San Carlos Marina. Phone or write for surveys and info. Bob Alvord, Yate De Nada, APDO. Postal 565, Guaymas, Sonora Mexico. A.C. 622 6-02-56.

**WILLARD VEGA 30**

Cutter rig motorsailer built '74. Perkins dsl, VHF, new dual steering, new sails, stereo, full cushions & covers, low hours, exc. cond. throughout. 2 boat owner, must sell. Price reduced. \$36,000/OBO. Call (415) 937-5539.

**COLUMBIA 28**

Great Bay/Delta boat, also liveaboard. Emeryville berth. Volvo dsl, fin keel, ds, VHF, radio, tape deck, elec. toilet, 4 sails, knotmeter, LPU topsides, full cushions. Excellent cond. Price reduced for quick sale. \$13,500/OBO. Call (415) 937-5539.

**THREE SAILS FOR PETERSON 1/2 TON**

Spinnaker, tri-radial 1.5 oz; 150 genoa 5 oz; main sail. Excellent condition. Best offer before 10/1/86. Loren, Luke or Jim. (707) 986-7763 before 8 a.m. or after 9 p.m.

**27 O'DAY 1976**

Located east coast. Sell or trade for boat on west coast. 12 hp i.b. Farymann diesel, 3 sails. Good condition. \$19,900. (805) 549-0544, mornings please.

**33-FT RARE 1962 MOORE KETCH, VOYAGER SERIES**

Glass over wood. Meticulously maintained. Fast & comfortable. Refrigeration, pressure water, roller furling, VHF, RDF, log, much more. Contact me for photo and info: Reno Haines, Box 493, Port Hueneme, CA 93041. (805) 984-4466.

**38-FT SPARKMAN/STEPHENS SLOOP ELUSIVE**

'68 Hughes 38, fiberglass, '81 Yanmar, Aries vane, new sails, fully equipped, excellent condition. Located St. Thomas, V.I. \$35,000. Call (809) 776-1740.

**36-FT WOODEN SLOOP**

Built in Denmark 1961, mahogany on oak, teak decks. Volvo diesel. Alan Gurney design. Must sell. \$36,000. (415) 521-7471.

**CAL 29**

Excellent racer/cruiser. Sleeps 6, standup head, full galley, i.b. Atomic 4. Six bags sails, knotmeter, Fathometer, twin compasses, VHF & more. New bottom in April. Must sell! A steal at \$21,500. Work: 273-5862; home: 339-3369.

**HANS CHRISTIAN 38 — \$82,000**

Beautiful, well kept yacht for cruising, day sailing or liveaboard. Custom interior. Good electronics. Call (415) 879-0579 eves/weekends.

**ORION**

28-ft full keel sloop, all wood, outboard 6 hp. 3 sails, sleeps 4, stove, sink, refrigerator. Beautiful lines, excellent condition. Moving, must sell fast. \$4,600/B.O. or trade for small truck. (415) 621-8362.

**32-FT CUTTER**

Ferrocement. Exterior complete with lots of teak. Soundest and fairest hull anywhere. 2 Atomic 4 engines, rigging, mast, sailcloth and more. Ready for interior. In the water. I don't have time to finish. You do for \$4,000. Kirk (805) 642-3370.

**MERCEDES DIESEL ENGINE**

40 hp, new: \$2,800. 65 hp, used: \$750. Plus parts. Jay (408) 723-1697.

**SWAP OR SALE**

Have cruise equipped Columbia 30' sloop. D/S, Loran, h&c shwr, refr, davits, Class 4 head. Value approx. 23K. Would like power boat swap. Boston Whaler, Skipjack preferred. Must be trailerable. Days (415) 346-0399; eves. (415) 479-1923.

**SALE AND/OR TRADE**

17' O'Day Daysailer, excellent shape. \$1,950/B.O. and/or trade. Will consider electric kitchen stove, washer, dryer, building material, etc. Also, motorcycle trailer, wood splitter and 100,000 btu heater. (415) 726-2312 Don; (707) 994-7421 Ron.

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Small Boat Cruising Co. offers guided camp/cruises in trad. open boats along the Baja coast between Nov.—May. SBCC, POB 881833, San Francisco, CA 94188. Douglass Knapp (415) 332-9100.

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SUNDAY, SEPTEMBER 7, 1986

MARINA BAY — RICHMOND, CAL.

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That's right, a Tamaya Jupiter Sextant with both a 4x40 and a 7x35 and a hard wood case. All like new. Call nights after 7:00. (415) 571-7037.

**"RUBY TOO"**

Gorgeous ruby red lightning fast Soverel 33. Every conceivable race option. New Mylar Kevlars including stunning Ladies Face Spi. Only \$48,000. John Cameron (713) 326-5566.

**16-FT TEAL**

Great beginner's or family sailboat, forgiving and stable. Seats 1-4 people. Fiberglass centerboard boat with new sails (3), engine mount, trailer (extra tire, trailer jack, dry lights). Paddle and anchor included. \$1,200. (415) 652-1426.

**INFLATABLE AND OUTBOARD**

Camp-Ways imitatable, 9'6" x 4'6". Similar to Avon Red Crest. Engine mount, floorboards, Avon oars, electric and hand pump: \$485. Johnson 2 hp positive water cooled: \$315. Both like new, less than 15 hours use. (415) 854-3798.

**PARTNERSHIP — RHODES 19-FT SLOOP**

Two 1/3rd shares available for this classic Bay boat. Fully equipped, 4 hp Evinrude, recent haulout and anti-foul paint. Sausalito berth, lowest mo. rent. \$800/share. Call 663-1953 or 285-7884.

**20-FT WOODEN SLOOP**

Solid Bay boat. Well maintained. New deck & main sail. Great for first boat. All bronze & stainless. Ready to sail now. \$1,900. Anders, 457-9112, leave message.

**CLASSIC CAL 20/HULL NO. 557**

Great Bay boat! 5 sails plus spinnaker. New keel bolts, stays and rudder. Evinrude 6 hp. Other extras. Must sell. \$3,000 or best offer. Jack (415) 472-4800 days; 499-8376 eves.

**SEPTEMBER SPECIAL**

1979 Freya 39. Beautiful offshore cruising yacht. Inventory includes Volvo diesel, radar, autopilot. Sacrifice. Best offer over \$75,000. E.C. Carder, Box 1288, Friday Harbor, WA 98250. (206) 378-5956.

**CORONADO 25**

Cozy custom wood interior, 2-burner stove, enclosed head, depth, VHF radio, anchor, reliable 6 hp Evinrude, 100 & 150% genoas, cockpit cushions, all lines led aft for ease of handling. Exc. cond. Must sell. \$6,200. Call (408) 248-3010 & take a look!

**CATALINA 27**

Expertly maintained. Sails fast, motivated owner! Priced well below appraisal. \$14,900. Call now before someone else grabs this great deal! Dave 383-7537.

**CREW AVAILABLE**

Male, 40, electronics/investment professional, non-smoker, seeks crew position in Bay, Channel Islands, or Mexico. Experienced in Bay/ocean sail. Former owner of 37' cutter. Contact Steve, (408) 438-5937.

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Brand new, never used, in original container, complete with Celestial Navigation Lesson 5, Coast Navigation School. Made of metal & brass in Japan. This is not a toy. It will give you years of reliable service. \$200. (408) 353-2364.

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Mike Cowley, P.O. Box 716, Danville, CA 94526. (415) 833-8123; (415) 862-2518.  
Dealer-Distributorships available.

**CREW WANTED**

The sloop *Patience* needs a crewperson for her return to Mexico. Helpful skills might include: sailor, creative cook, jogger, volleyballer, diver, adventurer, fun person. Send very short resume to: Bill, 509 3rd St., Hermosa Beach, CA 90254 or leave a phone message at (213) 376-7603. Come on, throw your passport in your duffel and let's have some fun.

**REPO-SALE AT PUBLIC AUCTION**

September 6, 1986. 50' Yawl *Waterwitch*.  
See by appointment at Richmond Marina Bay Yacht Harbor.  
For details call David Noble, (707) 762-6197.

**NEED A SMALL CATAMARAN?**

Handbuilt and sturdy 12-ft cat. Sloop rigged and ready with trailer. Fresh paint. Stored indoors. \$825. Leave message anytime for Larry. (415) 759-0389.

**FOR SALE — 32-FT CHALLENGER SLOOP**

1970. 22½ hp Palmer engine. Great liveaboard. 6'5" headroom. Stove, refig., shower, VHF radio, ds, 4 sails, wheel steering. Needs work & TLC. '83 survey \$45,000. A bargain to you at \$32,000. Call after 5 p.m. Ron or Evy, (415) 365-6158.

**TRADE!**

Former commercial fishermen will trade Arizona property in small town 30 miles Phoenix metropolitan area. Fabulous climate. House on 1 acre, well, fruit trees, gardens, bees and much, much more! Could be entirely self-sustaining for right people. Asking \$35,000. Will trade for sailboat or fishing boat. Will take note for any balance. (602) 323-9478, leave message. We will return all calls. No boat too rough. We want to use it, not look at it. All considered. Call now! (602) 323-9478.

**NURSES NEEDED**

RN's with operating room, med-surg or home health experience for part-time work. Perfect opportunity to work in a boating community! Contact Patty Belmont, Jefferson General Hospital, 9th & Sheridan, Port Townsend, WA 98368. (206) 385-2200.

**WANTED**

Female crewperson for liveaboard. Richmond. Deluxe 51' ketch. Lots of garbage, i.e. microwave, central vacuum, fireplc, radar, SatNav, etc., etc. Maint. work required, varnish, sewing, plus sailing. Salary & hours open. (415) 236-4521; (916) 961-8540.

**WANTED — NOROIC FOLKBOAT**

Do you have a Folkboat languishing somewhere that could use some care and attention from a new owner? If so, please call weekdays (316) 454-2453 or write: Mike Johnson, 7500 14th Ave. #30, Sacto, CA 95820.

**APPLICATIONS ARE NOW BEING ACCEPTED**

For crew positions on board the 145' youth sail-training ship *Californian*, for the fall and winter terms. Positions include Ship's Master (100 ton o.o., local waters endorsement), Mate, Engineer, Cook and Deck Hands. Interested persons (experienced only) should send resume to: Operations Director, Nautical Heritage Society, 24532 Del Prado, Dana Point, CA 92629.

**TARTAN 30**

Fully equipped, clean, perfectly maintained. New rigging, new LPU deck. Complete electronics, 5 sails, custom teak/rosewood interior, 1/2 model. Best T-30 on Bay, w/berth. \$31,500/neg. (408) 739-6137.

**SANTANA 20**

1983, with trailer. Pineapple sails. Race rigged. Excellent condition. Financing available. Will deliver to Continental U.S. West Coast location. \$8,200. (916) 677-1445 or (916) 791-3354.

**TRADE FOR REAL ESTATE**

32-ft liveaboard cutter rigged Westsail. Excellent condition, loaded with equipment. Call for list of inventory. Will consider cash, or ?. Asking \$59,900. (408) 867-7658. Send your info to: Jones, Box 26066, San Jose, CA 95159.

**CATALINA 25**

1984. Mint condition. Tall rig, Pop-top, swing keel, camel hull, blue stripe, traditional interior. E-Z Loader type trailer, 7½ hp Honda, battery charger, Porta-potti, 25-W marine radio, more. \$16,000/offer. (916) 865-5577 days; (916) 865-3826 nites.

**17-FT NEWFOUNDLAND SAILING/ROWING SKIFF**

Authentic reproduction fiberglass hull, flotation, full inner liner. Teak seats, floorboards, caprail, etc., bronze fittings, sprit rig with jib & spruce mast. Comes with 2 sets oars, outboard bracket, trailer & more. \$2,500. 383-2672.

**TARTAN 33**

Displayed in Alameda Boat Show. Owner must sell following divorce. Hull #006, *Isle of Skye*, 34x11x4.5, 24 hp 3-cyl diesel, Scheel keel. Quick, beautifully maint., spac. Richmond berthed. Hauled 7/86. Current survey. Priced \$45,000. (415) 527-8197.

**SEAGULL**

3 hp long. Plus clutch, unused.  
Giving away for \$375.  
892-2988, leave message.

**SPIRITED LADY TO CREW**

I'm looking to sail north or south, east or west this winter! 7 years experience S.F. Bay & offshore. Please call Jane 459-1843 after 6 p.m. Write: 37 Woodland Ave., San Rafael, CA 94907.

**30-FT SPARKMAN STEPHENS CUTTER**

Fast passage maker, South Sea-Australian veteran. Cruising spinnaker, full voyaging electronics. Ready to sail on the evening tide. \$30,900. (415) 653-7614.

**1977 CATALINA 25 W/TRAILER**

Pop-top, traditional interior, Evinrude o.b., sails 150, 110, 100 main, sail cover, vang, stainless winches, self-contained head, am-fm stereo tape, 2 anchors, boarding ladder, spinnaker track car whisker pole. \$12,700. Call after 6 p.m. (209) 522-6240.

**MERIDIAN 26-FT**

Excellent condition. Bay/pocket cruiser. Phil Rhodes' design sloop. Fiberglass, outboard, electronics, jiffy reefing, gimbal burner, head, H2O & ice box. Asking \$8,700. Paul, work 544-3118 or home (415) 921-7917.

**SNIPE SAILBOAT 15'9"**

Rare and beautifully restored mahogany classic. Vintage 1950, hull #8089. Trailer. All new rigging. New fiberglass bottom, extras. \$3,100 or B.O. 525-0106. A wood Snipe won the 1995 World Championship.

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CT-41</b><br>Cruising ketch, full keel, 1975, fiberglass, diesel, teak interior, original owner. Well equipped, A-1 maintained. Would be a great liveaboard. \$72,500.<br>(408) 779-7885; (415) 357-2245.                                                                                      | <b>PEARSON ELECTRA NO. 157</b><br>Carl Alberg design, strong, stiff fiberglass full keel sloop. Early 60's vintage in good condition. Excellent Bay sailer complete with 8 sails, EPIRB, depthfinder, Taffrail log, extensive ground tackle, Sea Swing stove, etc. Loch Lomond slip. \$6,400/B.O.<br>(415) 826-1424 eves.                                                                                             | <b>52-FT TAYANA 1985</b><br>Bob Perry design sloop. Many extras, lived on by family of four for one year. Current market value \$190,000. Must sell immediately! Taking offers between 7 a.m. and 9 p.m.<br>John, (805) 642-2768.                                                    |
| <b>RANGER 23</b><br>1976, 5 sails, spinnaker w/gear, new VHF, depthsounder, km, Porta-potti, Barients, Achilles dinghy, new upholstery. All lines lead aft. Very good condition. \$10,000 or offer, trades? Will finance.<br>Bob (415) 946-0776.                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>FANTASTIC LIVEABOARD</b><br>65' Monk design, built 1963, re-do 85/86. 671's lo-hrs, 20 kw, 6.5 kw, all electronics, 4 staterooms, 2 heads, galley on deck. April haul & surveyed for 200K. Offered at 160K/OBO.<br>(805) 642-4597, Ventura Harbor.                                |
| <b>CATALINA 27, 1983</b><br>Excellent condition. Little use. Inboard diesel, autopilot, Origo stove, knotmeter depthsounder, epoxy bottom, 3 sails and more.<br>\$23,500. (408) 274-8690.                                                                                                         | <b>J/24 NORTH AMERICAN CHAMPIONS ARE IN S.F. IN 1987</b><br>Start your campaign now. <i>Exocet</i> and <i>Ace of Cups</i> , two of the proven fastest J/24's on the Bay, are for sale or long-term charter. Flexible terms.<br>Keith Milne (415) 654-7639.                                                                                                                                                            | <b>RAWSON 30 LIVEABOARD</b><br>Solid, heavy, beamy, fiberglass cruising sloop, good condition. See at berth G-4, Corinthian YC, Tiburon. Consider partial trade for Santana 22. \$21,000. Lee (415) 334-4969; (213) 427-1786.                                                        |
| <b>CAL 29</b><br>Excellent condition, used 5 months per year in fresh water. Complete inventory of sails, instruments, all radios, all accessories. \$25,500 includes delivery to Bay Area or No. Tahoe berth paid til 6/87.<br>(916) 583-8628; (415) 574-7740.                                   | <b>RIGGING FOR CUTTER</b><br>Aluminum mast with steps, 30'x4 1/2"x7", 11' boom, gooseneck 3 sails. S/S 3/16 wire, 9 turnbuckles, 7 winches, 2 winch handles. \$1,280.<br>Phone (916) 372-5831.                                                                                                                                                                                                                        | <b>SUPERB CAL 3-30</b><br>See this one in her Coyote Point berth. Nothing missing. Ready to race or cruise on Bay, Delta or ocean. \$27,500.<br>Call 579-7915.                                                                                                                       |
| <b>AVON 3.1 / FATTY KNEES 8-FT</b><br>Avon used once. \$650 or B.O.<br>Fatty Knees sailing model.<br>Excellent condition. \$750 or B.O.<br>(408) 274-8690.                                                                                                                                        | <b>SUN 27</b><br>Immaculate condition inside and out! Yamar diesel. Beautiful deluxe teak interior. Full galley w/microwave, stove, ice chest and sink. Head w/sink and holding tank. Sleeps 5. 2-speed winches, power converter, cockpit cushions, depth and knotmeter, radio, 3 sails. Redwood City berth, possible liveaboard. 2/86 haulout, paint and survey at \$27,500. Must sell.<br>\$23,900. (415) 326-9861. | <b>36 CHEOY LEE CLIPPER KETCH</b><br>1969, glass hull, teak decks, 2 time So. Pacific vet. Dodger, liferaft, Autohelm, vane, SatNav, radar. Possible trade for smaller. \$48,500 firm.<br>(415) 593-4564.                                                                            |
| <b>SANTANA 35 SILHOUETTE</b><br>Popular one-design racer/cruiser. Fully equipped with racing & cruising sails. Professionally maintained in beautiful condition. \$54,950.<br>(415) 939-4339 days; (415) 838-7242 eves.                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>25-FT NORDIC FOLKBOAT</b><br>No. 60. Built 1961. Excellent condition. Good race record. LPU. A very pretty boat. \$7,500.<br>(707) 874-3090.                                                                                                                                      |
| <b>O'DAY 23</b><br>Two boat owner, must sell 1971 23' sloop. Great Bay boat, sleeps 5, stove, icebox, good sails, 6 hp Johnson, anchor, safety equipment. Emeryville berth. \$3,200/offer.<br>Stew (415) 635-5168.                                                                                | <b>FOR SALE</b><br>New Freya 41-ft (Halverson) sailboat kit. Hand-layed fiberglass hull. Includes new sparcraft mast, Barlow winches, pulpits, teak paneling, and plans for Swan 41' interior. Will finance.<br>(415) 783-2711 or (415) 797-2066. Make offer.                                                                                                                                                         | <b>26-FT EXCALIBUR</b><br>Recent new mast and hull work. Seldom used so needs TLC. Sausalito berth. Eager to sell. \$5,000 or best offer.<br>Call evenings or weekends. 435-6763.                                                                                                    |
| <b>POCKET CRUISER</b><br>This Montgomery 17 with windvane self-steering draws compliments every time out. 6 sails including spinnaker, trailer, Johnson o.b., compass, 2 anchors, and more. \$8,700/offer.<br>(916) 481-3199.                                                                     | <b>ISLANDER 28</b><br>1981. The perfect Bay boat. Pristine cond. Dsl. Custom teak cabinetry. New North gennaker. Ivory hull. Teak & holly sole. Navy upholstery. Autopilot. Custom cockpit cushions & sun awning. New epoxy bottom. Sacrifice at \$29,500. Bill 547-6119.                                                                                                                                             | <b>PIER 39 SLIP</b><br>Slip B-35, 36-ft, min. surg. Excellent view, guards, telephone connection, showers, washer/dryer. Discounted to \$32,000.<br>C.M. Upton, P.O. Box 331242, Miami, FL 33233.<br>Tel. (305) 399-2035.                                                            |
| <b>VENTURE 25</b><br>Fully equipped w/4 sails, including spinnaker. Knotmeter, compass, depthsounder. Perfect for family cruising with 2-burner propane stove, icebox, custom storage cabinets. Sleeps 5. Trailer w/surge brakes incld. Asking \$6,995. (408) 996-0498.                           | <b>WINCHES</b><br>4 Lewmar 65 3-speeds; 2 Lewmar 55 3-speeds; 1 Yamaha 40 horses 3-cyl. outboard, 10-15 hours total use, regular shaft, 6-8 sheets, closed cell foam, 1" & 2" thicknesses. Call Edward 921-5001. Please leave message if not in.                                                                                                                                                                      | <b>BAY LADY 20</b><br>Classic wood boat, very dry, mahogany double planking, copper rivetted. VHF, 4 hp Evinrude, compass. \$1,900. Call Kanji, days (415) 445-2604; eves. (415) 549-2728.                                                                                           |
| <b>1982 O'DAY 22</b><br>Excellent condition! Trailer, keel-centerboard, 7.5 hp motor w/alternator, main, jib, genoa, compass, VHF, full lifelines, head, stove, sink, sleeps 4, full safety & anchor gear. Days (415) 398-8600; nights (415) 435-6252, ask for Steve.                             |                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>J/24 ACE OF CUPS</b><br>The fastest J/24 on the market. Twice 2nd in North Americans. Super fair keel. New mast. Two suits sails. Starting line white hull. Tandem axle trailer. Includes transfer of ownership party! Must sell. \$14,000.<br>(415) 654-7639.                    |
| <b>PACIFIC SEACRAFT FLICKA</b><br>Pocket cruiser. Exc. cond. Cruise eqiupt for Bay/Delta, VHF, 20 hp dsl, galley w/kero stove/oven, inflatable, Tanbark sails, storm jib, all near new. Halyards rigged for s.h. \$26,000/OBO. Must sell. 2 boat owner. Hank, days (415) 883-3242; 492-8665 eves. | <b>FREYA 39</b><br>Factory interior, beautiful condition, good gear and sails, good South Beach berth. Best Freya. \$105K/make offer. 387-5907.                                                                                                                                                                                                                                                                       | <b>1985 PASSPORT 42</b><br>Dissolvment of partnership requires immediate sale of bluewater cruiser. Great liveaboard. Perkins 4-108, Datamarine instr. Lewmar self-tailers, teak decks, propane stove, h&c water, shower, VHF, tape/am/fm/stereo. \$130,000. (415) 523-4840.         |
| <b>CAL 40</b><br>Pices 40 hp diesel, modern cabin design, very clean, new paint inside/outside, many sails, dodger, tiller, cruise/race/liveaboard. Will take smaller sailboat in trade. \$55,000/offer.<br>Eves (805) 647-9668.                                                                  | <b>GREAT LIVEABOARD</b><br>For sale. 1971 Columbia 39. Roomy liveaboard. Clean. 30 hp Volvo runs great. Head w/shower, stove, oven, refrig., VHF, depthfinder, 8 sails, sleeps 7. Lots of headroom. \$49,000. Make me an offer.<br>(415) 487-8955.                                                                                                                                                                    | <b>LIFERAFT FOR SALE OR RENT</b><br>6-man, valise, E-pack, new 83/84, current certification.<br>(415) 931-4384.                                                                                                                                                                      |
| <b>MARINE SURVEY</b><br>Naval Architecture<br>CAPT. HARRY G. BRAUN P.E.<br>KURT G. BRAUN, N.A.<br>Braun Marine Services, 2814 Van Buren St., Alameda, Calif. 94501                                                                                                                                | <b>APPRAISAL</b><br>Marine Engineering<br>Best time before 8 a.m.<br>or after 6 p.m.<br>(415) 522-1561.                                                                                                                                                                                                                                                                                                               | <b>SALTY TRAILS</b><br>Yacht Delivery — Power or Sail. Sailing Lessons. Navigation Lessons.<br>Charter captain, experienced, U.S.C.G. licensed.<br>475 Sherwood Dr. #101, Sausalito, CA 94965. (415) 331-5605.                                                                       |
| <b>OWNER REPRESENTATIVE WANTED FOR VANCOUVER 32</b><br>The Vancouver Co. of Sausalito is offering an opportunity to buy a Vancouver 32 cutter below retail list. We will also pay you a commission for boats we sell. Possible tax write offs.<br>For information, call (415) 331-2393.           |                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>NONSUCH CHARTERS</b><br>The antedote to ho-hum charter experiences!<br>Enjoy a full equipped, unique wishbone rigged 30' CAT boat. Very spacious accommodations without compromising performance. Perfect for shorthanded cruising couple. For reservations, Call (415) 538-1905. |
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William Atkin designed *Little Maid of Kent*. 30' LOD, 10' beam, 5' draft. Near new Mercedes dsl, VHF, Sitex sounder, new batts, new Newmar charger, lovely inside & out, excellent sailer, HI & Mexico vet. Survey guaranteed. \$39,500/OBO. (415) 332-3690.

**1981 J/24**

Immaculate. Harken race rigged. Race & cruise extras: radio, outboard, 6 sails, 3 winch handles, others. New 'offshore' bottom paint & spreaders. Race or cruise, this boat is ready. Trailer available at extra cost. \$10,000/OBO. (415) 946-0891.

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Molds and tooling only. Talking about being at the right place at the right time. This superbly designed and crafted bluewater cruiser is available at the fraction of the cost. Cash or trade. What's your excuse now. (408) 462-5812.

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Beautiful 1978 San Juan 28. Flawless after 5 years in fresh water. Comfortable and fast with 30 hp Atomic 4. Loads of extras Berkeley slip. \$24.5K. (PHRF 168). 383-0132 eves.

**OLSON 25**

Race package, deluxe interior, mylar sails, trailer, outboard, immaculate condition and race ready! \$22,500. (916) 474-3230 or 474-5430.

**33-FT ULDB — \$13,950**

Santa Cruz 33 ULDB hull and custom deck, bulkheads and 50 percent completed interior + all building materials to finish + keel mold plug, extras. Home finisher moving to New Zealand! (916) 969-7245, evenings only.

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1976 I-36. Excellent condition, fully equipped, wheel, spinnaker, and all the trimmings. Moving to Berlin and will have to sell. Sausalito Yacht Harbor, full power hook-up. Quick sale. \$47,000. Call Marty at 883-2389 between 8 a.m. and 3 p.m. Monday-Friday.

**BERTHING SLIPS AVAILABLE FOR RENT OR LEASE**

Emeryville Cove Marina by the S.F. Bay Bridge. 50x17.5: \$225/mo. 45x17: \$225/mo. 36x13: \$162/mo. 40x15.5: \$180/mo. Water, elect, phone, security, storage box, lighting. Call Rod (415) 656-2702 or Norm (415) 522-2928.

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Immaculate performance vessel with custom LPU cabinsides, 9 bags of sails, new Johnson o.b., VHF, knotmeter, compass, RDF, battery charger, man overboard pole, float cushions, ground tackle & new bottom paint. \$24,000/offer. (415) 522-5900.

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Performance Bay, Delta and coastal cruiser. 7 sails, headfoil, 5 halyards, 10 winches, windpoint/windspeed, knotmeter, VHF, pedestal steering, Atomic 4, recent haulout. For sale or trade for 32-36-ft bluewater cruiser. \$39,000. Frank, Tracy, 527-3394.

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Cut through the fog with skills learned from ex-USCG officer and solo TransPac skipper Mike Pyzel. Our eight charting lessons are the fastest way for you to learn visual piloting, dead reckoning, fixes, loran and more. Satisfaction guaranteed! **PYZEL NAVIGATION & CRUISING**, 86 Olive Mill Rd., Santa Barbara, CA 93108. (805) 969-4195.

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Downeast 38, U.S. built, full keel .....\$79K  
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**1977 VALIANT 40**

Just returned from 1500 hour epoxy rebuild in New Zealand. Hull better than new. Over \$20,000 factory options and \$35,000 owner supplied equipment and customizations. Magnavox Sat-Nav, Micro Logic Loran, Horizon VHF, Alpha autopilot, Signet depth, wind, log, Icom Ham, stereo, refrigeration, wind generator, Givens liferaft, Aries vane, gallows, dodger, oversize Sta-Loc rigging, Achilles inflatable, Yamaha 8 hp, 4 anchors, windlass, Westerbeke 4108. Burgundy sheer. Quite possibly the best looking Valiant anywhere. Asking \$115,000. Call (415) 769-3963.

**1978 CAPE DORY 27**

Alberg designed full keel cruising sloop for the serious sailor. Solidly built, quality throughout. Call for details. \$28,500. (408) 973-1530.

**FEMALE CRUISING COMPANION**

Wanted by easy-going sailor, 45, leaving for Mexico mid-October. Desire slim, dependable, cheerful adventuress with at least some sailing experience. (408) 462-4504 evenings. P.O. Box 2084, Santa Cruz, CA 95063.

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Superior fast cruising boat outfitted with finest equipment: Monitor windvane, Alpha pilot, Magnavox SatNav, Sitex Loran, propane stove/Margas, 5 sails incl. spinnaker, Micron 33, Avon liferaft, windlass, refrig., complete ground tackle, self-tailing winches, km, ds, VHF and more. Call for equipment list. Monterey berth available. Will consider trade of smaller boat. Must sell. Don't miss this super boat in bristol condition. \$76,000/offer. (408) 458-4199.

**RANGER 33**

Built 1976 and lovingly cared for. Rigged for racing or short-handed cruising. Spinnaker, 3 headsails, wind instruments, autopilot, dodger, CNG stove, and much more. \$36,000. (707) 257-3577.

**CAPE DORY TYPHOON SENIOR**

22-ft LOA, 3,500 lbs. displacement, 1 year old, 3 sails, beautiful, well built, easy to maintain, berthed at Point Richmond. \$14,000. (415) 222-0871.

**30-FT DOUBLE-ENDED WOOD KETCH**

6 sails, all ground tackle, rope & chain, 2 Danforths, 4 cyl. gas engine, aft cockpit, cannister liferaft, 6'1" headroom, VHF, EPIRB, knotmeter & log, depthsounder, 8' dinghy with Seagull engine. Liveaboard slip with telephone & cable TV in San Rafael. Need interior & exterior finish work. Serious inquiries only. \$10,000 cash/OBO. James 381-0829.

**WANTED: STEEL WORLDWIDE CRUISER**

No frills necessary. Just built like a tank and ready to go cruising. Serious sellers only please. Send details and at least one interior and exterior photo to: GMT, 935 Lakeview Road, Clearwater, FL 33516.

**WEST WIGHT POTTER 15**

Fiberglass cabin sloop, sleeps 2. Very cute, always gets compliments. Excl. cond. w/trailer & 3 hp 2 cyl. Evinrude. Full electrical system, rugged, versatile, beachable, fun. Been on the Bay many times. Great boat! Scott Foss (707) 578-1218. \$2,900.

**BOSTON WHALER SLOOP**

Harpoon 5.2, fast, stable 17' daysailer. Boston Whaler quality, North sails, trailer, full cover, 2 hp Suzuki outboard, many other extras. \$3,900. 655-3962.

**VICTORY 21**

21-ft sloop. Good condition. Includes sails, Danforth anchor and chain, Seagull engine, cuddy cushions. Fast, handles easily. Located Berkeley Marina. Anxious to sell. Dick (415) 346-4689.

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Great Bay boat in fine condition. Has fin keel, Honda 7 1/2 outboard, and North sails. Berthed in Sausalito. Asking \$4,000. Call (415) 332-4645.

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American charts of East/Wests Coasts of U.S., Central America, Panama, North Atlantic, Spain, Portugal. Excellent condition. \$3.00 each. Edson Number 1 Worm Gear, best offer. Must sell. 648-8037 evenings.

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Fast, fun sailboat. Used two times. Like new. Includes main and jib sails. Cuddy enclosure, locking doors and new trailer \$4,600. Gary (415) 591-6567.

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1980 fast, solid, comfortable offshore cruiser with tall efficient cutter rig, traditional appearance and modern fin-skeg underbody. Two double cabins and separate enclosed shower. In excellent condition and fully equipped for liveaboard and self-sufficient cruising. Seven-page prospectus available. We think she's worth \$120,000 but because of poor response to July's 1/2-page ad we ask you to make an appointment to see *Wrath* and make an offer. Bob Thomas (415) 237-3406 home; (415) 776-7481 work.

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Lake sailed, excellent condition, full race, new Pineapple sails (3) plus spinnaker. New interior cushions, 4 hp motor, trailer. \$6,900. (916) 441-1518 days; (916) 966-6408 eves.

**FOR SALE**

Avon 4-man double bottom liferaft. \$1,200 or rent for \$75 per month. ZF transmission: \$400. Seagull electronic ignition system: \$40. Ampair 100 wind generator: \$600. Si-tex SatNav: \$1,000. 84' 5/16 chain: \$100. (408) 423-4604.

**CAMPER NICHOLSON 32 — ERINMORE**

Beautiful, seaworthy cruising yacht. 10 sails excellent condition. B&G instruments, VHF, Ham radios, Loran, autopilot, vane, new raft and more. 59K. Contact Bob Warfield, days (415) 479-4740; evenings (415) 457-4901.

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Excellent condition. Race and cruise sails. New custom-made full length \$3,000 cover and sail covers. 6 hp Johnson. \$5,500. 435-5029.

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Fore and aft staterooms, deckhouse, Benmar autopilot, VHF, knotmeter and log, roller jibs and main, sunroof, rail covers, shower, hot/cold pressure water, carpets and more. \$54,500. (415) 254-2542.

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Moving. Must sell. Great way to learn to sail, social activities, cruises, lessons, discount charters. Three locations with club houses. \$1,450 or best offer. (415) 881-5278.

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Big 33-ft Sparkman & Stephens round bilged Dutch-built indestructible steel sloop. Full keel, aft cockpit, raised deck, wheel steering, mast lowers. Every conceivable practical cruising convenience, heaps of best gear: Mercedes diesel, stainless electric/manual windlass, 10 sails, fast inflatable, sailing dink, freezer, fireplace, ham, SatNav, VHF, 2 autopilots, 2 sounders, windvane, rerigged 1983 Norsemans. Cruised extensively single & double handed. Top shape & very complete. \$69,500. Conant, 260 Maple Court #140, Ventura, CA 93003. (805) 656-5282.

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Excellent condition. New bottom job. New interior, new main sail, 2 headsails, engine has under 25 hours, many extras. Ready to sail. Asking \$8,500. Must sell. Days (415) 865-4700 Walt.

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Out of state move forces sale. Fully loaded liveaboard. USCGA operational facility. \$27,000/B.O. (206) 882-8427 work; or (415) 268-9289 and leave message.

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**CAL 20**

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**C&C 25 1974**

Excl. cond. Quality Canadian constr. Comfortable daysailer, equipt for weekend cruising. Standing headroom. Race rigged, complete sail inventory. Full instr. w/radio. Reliable 10 hp Honda o.b. Many extras. Sacrifice \$14,900. Call eves. 924-6366.

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A lively yet stable performer for San Francisco Bay. 10 hp Honda, 5 berths, enclosed head, hanging locker, galley, radio, 2 mains plus 5 jibs & spinnaker. Recent survey report. Built 1970. Sausalito berth. (415) 459-2744.

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Join John and Randi Sanger aboard their Valiant 40 Grebe — back from travels in Mexico and Hawaii. Eighth season of instructional/vacation cruises — 3, 4, 5 and 7 day. Brochure: EDUCATIONAL CRUISING, P.O. Box 1165, Santa Barbara, CA 93102. (805) 967-4700.

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41' Morgan "Out Island" bareboat or skippered, fully equipped Zodiac dinghy, Windsurfer, Snorkel gear, 7½ outboard, etc. Sleeps 7 in 3 cabins — mid cockpit. From \$750/week off-season to \$1,250/week — 10% off on second time. Oct. \$1,000 — Nov. \$1,100. Bob Moore (415) 382-8259; wk 456-2913.

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Coast Guard licensed captain, 40,000 miles of ocean experience, will personally deliver your seaworthy sailboat anywhere in the Pacific and Caribbeans. References. P.O. Box 232, Sausalito, CA 94966. Tel: (415) 383-0850.

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This could be your new boat. 34' Rhodes designed Seafarer. Westerbeke diesel, pressure H&C water, shower, MSD, wheel, VHF. Very good sails. Upwind Berkeley berth. \$25,000. (415) 841-2673 eves.

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Newport 20 partners enjoy meeting new people but often sail shorthanded. Would you like to come daysailing with us? We're berthed in Berkeley so you'll need foulies! Interested? Write: Ron Ellsworth, 140 Parkmead, Walnut Creek, CA 94595.

**26-FT PEARSON ARIEL**

Good condition. Good sails. Marine radio and telephone. Depth-sounder and more. Good YRA racing record. Safe, comfortable for camping, cruising, competition. Berthed near Jack London Square. \$9,750/B.O. Call (415) 254-0309.

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For sale or timeshare. 1982. Excellent condition, perfect Bay/Delta and coastal cruiser. Hot & cold pressurized water. Dodger, VHF, km/depth, Volvo diesel. (415) 254-1892.

**SALESPERSON WANTED**

Yacht salesperson or broker needed on full or part time basis. Prime business location on the Oakland Estuary. We currently handle new and used sailboats and are adding a line of high quality powerboats. Call Tom (415) 521-9222.

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**CHRYSLER 26**

1978 sailboat swingkeel in good condition with tandem wheel trailer. 6K displ., 6' headroom, enclosed head, 2 dbl. berths & galley with propane stove, 10 hp, inboard ignition control. After 5 p.m. (707) 526-6722. \$12,500.

**ENGLISH WESTERLY NOMAD 22-FT**

'69 fiberglass sloop, \$12,900. New epoxy bottom, Yanmar 10 hp diesel (20 hrs), VHF, RDF, ds, km, stereo, propane stove with oven/grill, Autohelm, icebox, 2 batteries, new jib, 2 anchors, tw. bilge keel, trailer, more. (415) 420-8978.

**24-FT COLUMBIA CONTENDER**

Best of all of them. Clean, new interior, lots of gear. 15 hp o.b., VHF, knot, new wiring. Sails great even in tough ocean conditions. \$8,500. (916) 635-0160.

**MAST**

New, slotted, aluminum mast, 30-ft, FM 108 design. Retail for \$33/ft. Make reasonable offer. (707) 448-0268, Vacaville, CA.

**31-FT TRIMARAN**

Ketch rig, Piver (centerboard) design with new sails and new electric start outboard. 6'2" headroom. A lot of boat for \$7,500. (707) 257-6666.

**WOODEN CLASSIC**

27-ft gaff rigged wooden sloop. 3 sails, depthfinder, teak planking and cabin. Built in Holland 1948. Lovely lines. 75% rebuilt. Needs new planked keel. Must sell. \$2,000. 695-0233 or 695-1705.

**1985 VANCOUVER 25 OFFSHORE SLOOP**

LOA 29'2", LOD 25', LWL 21'8", Beam 8'6", Draft 4'0", Displ. 7,000-lbs, Ballast 3,200-lbs., 15 hp Yanmar FWC diesel, fuel 25 gals., water 56 gals. Bow & stern anchor rollers, boom gallows, dodger frames, 3 sails, lines to cockpit, shore power, H&C pressure water with shower, 2 bilge pumps, marine head with "Y" valve, chart table, teak interior. 6'1" headroom throughout. Sisterships sailing the South Pacific. \$33,500. (415) 331-2393.

**FREEDOM 25 — 1984**

Carbonfiber unstayed mast. Blade jib, full battened main and gun mount spinnaker. Can be set and doused from cockpit, making this a fantastic short or single hand sailer. Signet depth and knotmeter/log. Peter (415) 653-9106.

**CAL 25 — \$7,800**

Flushdeck sloop *Joint Venture*. Great for cruising/racing. 8 sails including 2 spinnakers, 4 jibs, staysail. 6 hp Evinrude. Custom electrical panel with shore power and charger. All lines led aft. Excellent condition. Many extras. Call (408) 226-5072.

**PARTNER MOVED**

36-ft ketch *Clea* needs a new home. Double-ended, center cockpit, wood and fiberglass construction. Built in Sausalito in 1972 for cruising. \$22,500. (415) 381-2737. Leave message if machine answers.

**OLSON 30 CARINA**

'82. #195. Barent 18/22/23 ST winches, full elect. DeWitt main, #3, #4, Mylar #1, 100% & 85% spins. UK #1, #3 all kevlar jibs, ½ oz. 100% spin., set used 5 times. Full cover, '85 trailer. Tim Lane, w: (907) 564-4685/hm: 345-7975. \$31,500.

**ERICSON 27**

50% partnership or entire yacht. 1972 with 1980 10 hp outboard, VHF radio, 4 sails, very clean yacht. Berkeley Marina (O Dock). \$15,000. (\$7,500 - 50%). (415) 820-0354; (408) 867-0368.

**DOWNEASTER 38**

Lease or buy, 1979 cutter rigged equipped for cruising/liveaboard. Well maintained. \$67,000. (415) 329-1046.

**DON'T MISS OUR BOAT SHOW SPECIAL AT ALAMEDA**

Offshore Gear, Charts, Cruising Guides, Books and Cruising Yachts. Come and learn about our exciting Fall Seminar Schedule. If you miss us, write or call, MAHINA CRUISING SVCS., Box 850-C, Friday Harbor, WA 98250. (206) 378-2393.

**CT48 KETCH**

Custom designed and built in '78. Veteran cruiser meticulously maintained by one owner. 3 staterooms, 2 heads provides luxurious comfort for 7. The ultimate liveaboard yacht! Fully equipped, ready to cruise the world. \$149,000. Wind-Works in Friday Harbor (206) 378-5016.

**BOAT BUILDING BY MICHAEL**

Experienced wooden boatbuilder presently building a 30' sharpie cruiser. Would love to build your boat. Available in Bay Area to do maintenance repairs, bottom cleaning. Rates negotiable. Call 747-0266, leave message.

**OFFSHORE MEDICAL SEMINARS**

By Dr. D.L. Hill, USCG Ship's Surgeon, Calif. Maritime Faculty, former U.S. Navy Phys. Small classes, personalized training, will travel. 2 courses: Medicine Chest I & II, each comprising a weekend of lab & lectures, covering topics such as: Tropical Med., Nutrition, CPR, Emergency & Gen. Med., some dentistry, Minor Surgery, & equipping the Med. Chest. 801 East 2nd St., #102, Benicia, CA 94510. (707) 745-3785.



**FOR SALE: SANTANA 22'**

Freestyle, hull #61. Excl. cond. Full race rigged, 2 sets sails & spinnaker. Recently overhauled 6 hp Evinrude, stainless keel bolts/chainplates, graphics, extras. New baby in family. Must sell. \$4,500 or best offer. 362-7673 days.

**33-FT '78 HUNTER**

Four sails, good radios, Yanmar diesel, good boat. Moved, must sell. \$29,000. John Chambers, 1-(503) 669-1819; 25480 S.E. Rugg Rd., Gresham, Or 97030.

**41-FT RHODES BOUNTY II YAWL**

Tiare is a beautiful f/g classic. Well-equipped and ready to cruise. \$59,500/offer. Free delivery to the West Coast. Doug Vann (808) 487-5817.

**PASSPORT 40 BY OWNER**

Delivered Jan. 9, 1986. Autopilot, Loran, RDF, refrigeration, battery charger, dodger, covers, 2 anchors, 3 jibs, completely equipped including Oriental rugs, 70 hr. on engine, Brisbane berth. \$125,000. Ph. (303) 457-0957 or (415) 697-5648.

**36-FT PIVER KETCH**

5 new sails, 6 new Barients, new dinette cushions & sail covers, stove w/oven & 3-way refr. 90 gal pressure water w/dbl shower, etc., etc. Illness forces drastic reduction from 22K to 14.5K. P.O. Box 9150 Marina del Rey, CA 90295. (213) 823-1347 msg.

**45-FT SCHOONER**

Gaff rigged. Ferro cement hull and deck. 50 hp diesel, wood stove, 5 excellent Dacron sails, awning, VHF, Fathometer. Has cruised, good liveaboard. \$29,000. (415) 285-4530.

**25-FT YAMAHA 1980**

Racer/cruiser, excellent condition, sleeps 5, diesel, VHF, ds, Horizons spinnaker, Autohelm, galley, head, dinette, shore power, jib, furling system. \$16,500. (415) 435-0616 eves.

**BEAR 23-FT CHANCE #47**

Complete restoration, recent survey, new keel bolts & floor timbers, bottom stripped & recaulked, rudder refastened, km, compass, ds, galley, 8 Barient winches, Harken blocks. Looks like new, safe Bay boat. Ready to race/cruise. (415) 333-2967.

**LASER II**

2 years old. Excellent condition. Race rigged. Trailer and cover. \$2,500. Steve, (415) 482-0863.

**LAPSTRAKE ROWING DORY**

Beautiful woods, 2 sets of oars, 14-ft, 52-inch beam & E-Z Loader boat trailer 1983 model M4.2, 1,200-lb capacity, 2 sets of 4 rollers, all nearly new. \$3,000. Call Wayne (415) 326-3638.

**41-FT YANKEE CLIPPER KETCH**

Excellent condition. Built in 1973. Only one previous owner. Fiberglass hull, teak deck & interior. Perkins 4-cyl diesel. Autohelm 3000 autopilot. Great liveaboard w/custom galley & built-in refrig/freezer. Asking \$69,000. (805) 658-7447.

**EMERGENCY DOCTOR AND WIFE SEEKING TO CREW**

Seeking to crew boat to Hawaii, Mexico or South Seas. October departure preferred. Trained in celestial navigation. Dennis and Maria Winner. Leave message with Colleen Petersen (408) 252-3450 or (503) 246-2674, Portland, OR.

**GENERAL MAINTENANCE**

Varnish, Oil, Fiberglass, etc.  
Upkeep programs tailored to your needs.  
Audre Beauchamp (408) 736-1637  
(I cover the entire Bay Area) — P.S. Call about summer specials.

**CHARTER YAMAHA 33 SAILBOAT**

Not too late to sail San Juans and Expo. Ocean racer rigged for comfortable cruising. Sleeps 8. Full electronics. 6 sails. Special autumn rate: \$100 per day; 7th day free. Anacortes. Private party. Free brochure. (206) 328-1999.

**COASTAL CRUISING ADVENTURES**

Relax and learn. 5 x 1 week offshore lessons enroute from GG to Sea of Cortez via Channel Islands. Luxury 47-ft sailing yacht. Oct-Nov. Make your reservation now. Paradise Charters 800-443-8885; 800-445-8885 (CA)

**J/29 DYNAMO HUMM**

Best equipped and maintained J/29 on the west coast is for sale! All new primary sails. Digital compass, km, ds, VHF and Loran. Built in with EQ and cockpit speakers. Custom solid vang, traveller and backstay. Carbonfiber or aluminum spinnaker pole. Faired keel and rudder, Micron 33 bottom paint. Proven race record, never cruised. Custom boat cover and new spare cushions. \$39,950. Will consider terms. Call Mike Schaeffer at (206) 282-5449 or (206) 232-6552.

**HOBIE 33 BREAKAWAY**

First in class 1986 Oakland to Catalina race. Consistent So. Cal. winner. Trailrite trailer, 10 bags, Signet 1000, Loran, VHF and much more. \$26,000/OBO. (714) 846-2964.

**PEARSON 365 KETCH**

Cruise the Delta or the coast in this comfortable, quality boat featuring full galley, pressure hot & cold water, stall shower. A steal at \$45,000. (415) 697-5977.

**COLUMBIA CHALLENGER 25-FT SLOOP**

Sleeps 5, head, mooring engine, spinnaker, genoa, storm jib. Great shape, appraised at \$15,000. Sell \$9,000 trade/offer. Call days (707) 255-3509; eves. (707) 664-0417.

**CAL 2-24**

Classic '60s fiberglass sloop. Lapworth design, new Pineapple sails, Evinrude 7.5 o.b., pulpits, lifelines, head, galley sink, refinished cabin, very clean throughout. Sausalito berth. Second boat forces sale. \$6,000 or B.O. (415) 332-2562.

**CATALINA 27**

1978. Atomic 4, 3 jibs, VHF, depth, knotmeter, tabernackled mast, other extras. Excellent condition. Can be seen at berth B053, Ballena Bay, Alameda. Will consider trade down to trailerable daysailer. \$16,900. (408) 353-2895.

**EXPERIENCED CREW**

Would like more experience with various types of rigging. For instance, ketches, cutters, yawls, gaff, etc. There must be more than sloop out there, I've seen them. Both Bay and coastal, day or night, 1 or 2 persons, or both of us. We are ASA certified and willing to share expenses. Leave message, John or Rita 235-2195.

**ERICSON 29**

Outstanding condition, VHF, am/fm Blaupunkt stereo, new compass and sail covers, wheel steering, sleeps 6, custom teak. Berkeley berth. Must sell! \$22,000. (408) 286-9124.

**CATALINA 22 FIXED KEEL**

Sexiest 22 on Bay. Honda 10. Special rigging all swaged, new custom Hogin sails with furling. New epoxy bottom plus new bottom paint. Custom built rudder. VHF stereo. Call Dick at (408) 998-7474 or 374-1720.

**MOD — H-28 KETCH**

Excellent 30' cruising ketch. New diesel, excellent throughout, slip. 2 boat owner forces quick sale. \$21,000/OBO. (805) 984-0865.

**ISLANDER 30 MKII**

73. Almost new main & jib, sails covers & halyards. Alum. fuel tank, 35 gal. Volvo Penta diesel, ped. steering, ds, VHF, km, fresh bottom. Bristol. Sell or trade for trailerable sailboat. See. Make offer. (415) 934-3370.

**36-FT STEEL CUTTER**

German built, full keel double-ender, recently hauled. Wood mast & spars, f/g over wood cabin, propane stove, Sea-shell sailing dinghy. New Atomic 4 engine, s/s fuel tank, 5 sails. \$17,500. (805) 968-1571 eves; 964-3153 days.

**\$2,900 — 22-FT SAILBOAT**

1975 Reinell sailboat. Sleeps 4, Porta-potti, kitchen facilities, 4 sails, trailer. Great condition. Must sell. \$2,900 or best offer. Call Howard, days (415) 532-1522 or eves. (415) 889-8360.

**28-FT CLASSIC WOODEN SLOOP**

1928 Angleman design. 35' LOA with bowsprit and boomkin. Volvo diesel, good sails and full boat cover. Stout hull! \$8,500 or best offer. (408) 475-8556.

**ERICSON 35**

Excellent condition, new upholstery, originally "show" boat. Wheel, 120, 150 and spinnaker. Atomic 4. Will accept bond (cost \$32,000). Call Will (408) 371-5555.

**FANTASIA 35 — REDUCED**

Original bluewater cruising design. In exc. cond. Center cockpit. Tri-cabin. Sleeps 6. 40 hp Pisces diesel. VHF, RDF, ds, knotlog, 6-man liferaft. Montgomery dinghy. Motor. Delta canvas. Great liveaboard. Many extras. \$55,000. (408) 252-6181.

**CATALINA 30**

Excellent condition. New engine. Lots of equipment. Asking \$28,000. Call Judie (415) 283-3837.

**24-FT ISLANDER BAHAMA**

Good Bay boat. Sleeps 4, head, sink, extra sails, 10 hp outboard. \$4,900. (415) 364-9973 before 3 p.m. or after 10 p.m. Anytime weekends.

**ISLANDER 36**

1978. Beaut. blue hull/teak int. Ready for coastal cruising or liveaboard. Excp't'l equipment: autopilot, radar, Loran, Barient self taling winches, battery charger, North sails, anchors, Perkins 4-108 dsl, more. Sacrifice \$59,900. (707) 445-0075.

**HANS CHRISTIAN 38-FT MKII SAILBOAT**

Custom built & equipped to highest safety, comfort & performance standards. All upgraded sub systems. Raytheon VHF-Loran, Datamarine wind/spd/log system. Custom cockpit refrig. & frplc. Sacrifice. \$115,000. (415) 757-3510; 757-0343.

**30-FT CUSTOM RACER/CRUISER**

Excellent sngl/dbl-hander, vac-bag balsa hull & deck, 4,400# disp. Roomy, comfortable interior. Well maintained, 6 years old. Best offer. Must sell. (408) 423-3138 weekdays before noon; (408) 476-7896 eves.

**NEWPORT 30 PH II**

1977 Gary Mull designed boat in very active one-design fleet. Boat is race-rigged & cruise ready. Has tiller, autopilot, T-cockpit, CNG stove w/oven, spinnakers, Atomic 4, 75 gal water, 25 gal gas. \$30,000/O.B.O. (415) 387-9864.

**PENNY**

Looking for a few qualified sailors to charter our Catalina 30 several times a year. Nicely appointed including: dodger, seat cushions, CNG, holding tank, hot water shower, and dinghy. Alameda berth. \$100/day; \$180/full weekend. TANTILLO'S CHARTERS (408) 263-7876.



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|                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PEARSON TRITON 29-FT SLOOP, 1966</b><br>Bristol cond. w/extras, incl. dbl pulpit, pushpit, lifelines, EPIRB, Signet instrs. Autohelm 1000, stereo, press. water, 2 batts, rebilt spar w/new Barients, much cust. wd. 5 bags sails. SF Marina berth, phone. Poss. finance. \$16,500 firm. 668-5696 aft. 5 p.m.                                                                                                                                            | <b>BELIEVE THIS!</b><br>I'm a 4-boat owner with 3 fine cruising boats available. I must sell: trailerable Polan's Tripp designed f/g European seaworthy cruising cutter, 26' LOD, 30' LOA, extensive refit '84, new spars, rigging, interior, electrical, instruments, Imron paint, Honda 10 hp o.b., 4 sails, walk on bowsprit, \$10,500/offer. 25 Nordic Folkboat, 1 owner, rarely raced, exc. cond., full cover, 5 hp o.b., \$6,200/offer/financing. 26-ft Cheoy Lee f/g ocean worthy cruising Frisco Flyer, Yanmar diesel, 4 sails, teak decks & house, \$12,995/B.O. Call Tim, message, (415) 992-4500 #113. Serious inquiries only.      | <b>CHEOY LEE OFFSHORE 27</b><br>1970. Excellent ocean or Bay sailer. Volvo diesel, roller reef, head, Ship-shore, depthsounder, wheel steering, teak decks, furling jib, extras. Berkeley berth. Price 22K.<br>Ray Cook, res. 668-2423; bus. 550-5165.                                                                                                                                                                                                                                                                                           |
| <b>CAL 20</b><br>A fine Cal 20, must sell. 'Almost new' sails, spinnaker, race rigged. 6 hp outboard w/reverse, just hauled last month. Lots of extras. Sausalito berth. \$3,400. 331-1941.                                                                                                                                                                                                                                                                 | <b>DREADNOUGHT 32 TAHITI KETCH</b><br>Glass hull, wood deck, spacious interior, professionally built. Sabb diesel with spare injector and gasket kits, spruce spars, 5 sails, VHF, depthfinder. Includes Santa Barbara slip. \$47,500. (805) 965-1616 eves.                                                                                                                                                                                                                                                                                                                                                                                    | <b>1910 RACING SLOOP</b><br><i>Ruby II.</i> 39'x11'x5½'. Very fast and graceful. Aluminum mast & s/s rigging. Good condition but does need some work. \$12,000/OBO or trade. (415) 465-3394.                                                                                                                                                                                                                                                                                                                                                     |
| <b>WANTED</b><br>Position on cruising yacht by German doctor, RYA Coastal Skipper & shorebased 'Yachtmaster Ocean Certificate', & 4,000 miles (Atlantic crossing). Languages: Eng., Fr., basic Spanish. Contact: Raimund Reuter, c/o Am. Express, 237 Post St., S.F.                                                                                                                                                                                        | <b>PEARSON 365, SPOTLESS CONDITION</b><br>Beaut. appntd int., mech. flawless. VHF, RDF, SatNav, knotlogs, ds's, wp, anemometer, ap, wind gen., windvane, sailing dinghy w/motor, liferaft, new rigging, dodger, heater, ext. sail/grnd tckl, spare parts, charts invntrs. Extras. \$72,500. (206) 631-9160.                                                                                                                                                                                                                                                                                                                                    | <b>STONE HORSE 23</b><br>1978. Full keel mini-cruiser. Diesel. Avon. Well-equipped. \$17,000. (619) 453-2486.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>CAL 2-27</b><br>Fast, stiff, racer/cruiser. Roller furling jib, North sails. Teak interior, enclosed head, 2-burner stove, sleeps 5. \$22,000/B.O. (916) 893-2018 or 342-5989. Ask for Walt or Lorna.                                                                                                                                                                                                                                                    | <b>25-FT CORONADO, SACRIFICE</b><br>9.9 hp Evinrude, 2 compasses, VHF, depthsounder, knotmeter, anchor, alcohol stove, head, sink, & deck cushions. Single handling, sleeps 5, most equipment new. Have purchased bigger boat. Reduced price \$7,200/B.O. Don (415) 489-1157 days/eves                                                                                                                                                                                                                                                                                                                                                         | <b>CHEOY LEE LION</b><br>Beautifully maintained classic 35-ft sloop, 1962. Teak on teak, copper fastened, wheel, 5 sails, electronics, Atomic 4 rebuilt 1983. Berthed at Benicia Marina B-57. \$35,000. Evenings (707) 422-1295.                                                                                                                                                                                                                                                                                                                 |
| <b>YAMAHA 36 — 1981</b><br>Looks like a Swan, built like a Swan, but she's faster than a Swan. Condition like new. Hand-layed fiberglass, all teak interior, rod rigging, hydraulic backstay, baby stay, boom vang, Pineapple sails 110, 130, 150. Spinnakers ¾ oz., 1½ oz., Bloopers. Lots of electronics. Aft cabin, Yanmar diesel. Fast and strong cruiser. S.F. berth incl. Priced to sell, half the replacement value. \$69,500. Eves. (415) 922-1941. | <b>COLUMBIA 50</b><br>Beautiful classic fast lines. Cutter rigged equipped for cruising or fantastic Bay boat. Latest model, reinforced hull, low maint. Must see to appreciate. Moving, must sell. Will consider a partial trade. \$97,500. Call for details. 824-6654 or 592-0793.                                                                                                                                                                                                                                                                                                                                                           | <b>WOODIE LOVERS</b><br>Cruising Knarr #104, with longer cabin. Excellent condition. A real performance boat with cruising interior. Sleeps 4. 30'4"x7'x4'3". Norway built 1959. Mahogany on oak frames. Knotmeter, depthsounder, jib tracks, 6 Barients. CQR, full cover, Edson pump, 4 bags sails plus spinnaker. Sink, stove, head. 1983 mast, standing rigging, 7½ hp Evinrude, battery. Slip. This beautiful, fast boat sails like a dream, and turns heads everywhere we go. A lot of boat ready to go for only. \$13,000. (415) 753-3787. |
| <b>CREW WANTED</b><br>Couple w/Westsail 32 headed for Marquesas & Society Islands 3/1/87. Looking for congenial M/F crew w/ocean and celestial nav. experience. Must share expenses and post bond. Mechanical skills a plus. Steve/Juanita 331-1303.                                                                                                                                                                                                        | <b>J/29 — BLACK LACE</b><br>1983 upgraded active race, 1985 Fleet Champion. New kevlar/mylar sails, new mast & rigging, etc. Extensively faired keel & rudder, excellent bottom cond., Micron 22. Sausalito berth. Trade for cruiser considered. (415) 331-6120 or 777-3344.                                                                                                                                                                                                                                                                                                                                                                   | <b>WESTSAIL 42 AND ST. FRANCIS SLIP</b><br>Professionally completed in 1981. Never cruised. Pathfinder 85 hp with 175 engine hours. New sails, loaded with extras for cruising. Will sell with 60-ft S.F. Marina, windward slip. \$120,000. Gail 775-0157.                                                                                                                                                                                                                                                                                       |
| <b>LOOKING TO RENT LIVEABOARD</b><br>I'm just learning to sail and would like to experience living on a boat. Would also be willing to do minor maintenance. Call Craig at 332-3067.                                                                                                                                                                                                                                                                        | <b>FARR 11.6m</b><br>1982 fast race/cruiser, immaculate, fiberglass, N.Z. built. Navtec rod & hydraulics, 8 Hood sails, Signet instruments, refrigeration, h&c press. water, VHF, liferaft, inflatable, teak decks, mahogany interior. \$95,000. Call anytime. Pier 39, E14.                                                                                                                                                                                                                                                                                                                                                                   | <b>O'DAY 25-FT 1979</b><br>Heavy rig, fixed keel, immaculate! Used only 30 times. Honda 100, \$2,500 custom cover, compass, marine radio, 2 halyard winches, Kenyon knot & depth gauges, new bottom paint. Many more extras. Relocating, must sell. \$12.5K/B.O. (707) 745-0887                                                                                                                                                                                                                                                                  |
| <b>CAPE DORY 36</b><br>Beautifully maintained classic full keel performance cruiser. Extra sails, ground tackle, electronics, dodger, etc. Hand-rubbed varnish inside & out. Many other extras. \$74,000 (\$45,000 below replacement). (415) 234-7546 or (415) 524-7990.                                                                                                                                                                                    | <b>FEMALE PARTNER WANTED</b><br>Salty, slightly rusty and somewhat weathered but attractive liveboard sailor/adventurer, 38, self-employed successful, active, affectionate, loveable and happy. Non-smoker/drinker. Into honesty, quality, personal growth, learning to give, having patience and able to laugh at myself as well as accepting the squalls and calms life has to offer. Planning return trip to South Pacific or circumnavigation and wondering if there's a female, 25-40, with similar characteristics/goals/ambitions/dreams interested in becoming best friends/partners/playmates. Skipper, Box 954, Seahurst, WA 98062. | <b>CRUISING SEWING MACHINE</b><br>Phaff 130, known as "the best portable sewing machine" with hand crank and 110 AC drive. \$550 with 6-month warranty. 368-7855.                                                                                                                                                                                                                                                                                                                                                                                |
| <b>\$1,200</b><br>24' wooden sloop, strong and fast. Flush deck, sleeps 2, Seagull o.b., good sails and rig, safety equip. Ready to sail. Days call (415) 332-5478; eves. (415) 787-2771.                                                                                                                                                                                                                                                                   | <b>COLUMBIA 36</b><br>\$34,500. F/g sloop, strong, Hawaii vet, diesel, windvane, autopilot, propane stove/oven, refrig., shower, good ground tackle, VHF, depthsounder, knotmeter, 120/12v, etc. Fin keel, spade rudder. (415) 326-1430 days.                                                                                                                                                                                                                                                                                                                                                                                                  | <b>HELP WANTED</b><br>Experienced marine canvas person needed. Background in architectural canvas a plus. Call Peninsula Canvas, 629 Bair Island Road, Redwood City, CA 94063.                                                                                                                                                                                                                                                                                                                                                                   |
| <b>NEED THE CASH</b><br>Going cruising. Columbia Sabre, 33-ft of fast fun. Sleeps 4. Purchased Jan. 1986. Since then epoxy bottom, aluminum spreaders, sail covers, sheets, etc. 6 hp Johnson, spinnaker, 130, 95. I'm serious, are you? \$7,900/B.O. (415) 386-4861.                                                                                                                                                                                       | <b>EAST BAY LIVEABOARD AVAILABLE</b><br>9/86 to 6/87. 40-ft cabin cruiser. New galley, functional and roomy. Call 236-0959 for additional information and terms. \$300.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>O'DAY 39 FOR SALE</b><br>Fast, sleek race-cruise equipped comfortable O'Day 39 charter yacht. Sleeps 8, 2 heads w/showers, knotmeter, depthsounder, pedestal steering mounted w/compass, Universal 55 hp diesel, VHF, stereo, tape deck, propane stove/oven, self-tailing winches, main, 2 jibs, 2 spinnakers & pole, heavy ground tackle, etc. Call now, there's only a few of these beautiful O'Day 39's on the Bay and it won't last at this price. \$92,000. Call (415) 924-1978 eves; (408) 736-5462 ext. 302 days.                      |
| <b>GOING SOUTH?</b><br>Call us for the best seasonal U.S.C.G. Licensed delivery rates to Mexico and The Islands. OCEAN YACHT DELIVERIES Alameda (415) 522-4086                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>— A-1 YACHT SERVICE —</b><br>Professional quality brightwork and painting, interior or exterior. Expert repairs and renovation on wood and fiberglass. Satisfaction guaranteed. Refs available. Serving the Bay Area. Michael Heiner 868-1720                                                                                                                                                                                                                                                                                                 |
| <b>TIME TO GET OUT OF THE DOLDRUMS!</b><br>Meet your ideal mate and sail off into the sunset together. Join the fun, adventure and romance with our shipshape singles! SELECT SINGLES, Valley of the Moon, P.O. Box 350, Sonoma, CA 95476.                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | '87  22 \$6,995.<br>Chico Sailing Center. . . . 1-800-237-1419                                                                                                                                                                                                                                                                                                                                                                                              |
| Lon Woodrum<br>415/332-5970<br><b>MARINE CARPENTRY</b><br>Woodrum Marine<br>— Boat Builders —<br>New boat construction or major restoration specializing in interior & exterior alterations. All phases of wood and glass repair.  25 years experience                                                                                                                   | <b>JAMES MCPHERSON, NAVAL ARCHITECT</b><br>CONSULTING SERVICES<br>• Design • Outfitting • Engineering<br>Box 521, Tiburon, California 94920. (415) 383-8986.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



**HOBIE 16 FOR SALE**

82 Hobie, orange sails, white hulls, excellent condition. Trailer just painted. Never raced, lightly sailed, always kept covered. Some extras including Hobie halter. \$2,175.  
Call (415) 223-3171.

**MAHOGANY SLOOP OF UNMATCHED BEAUTY**

Price cut by 1/2 for quick sale. 43' Champion classic. Easy handling. Excellent condition. Ideal Bay/Delta racer, cruiser. Sausalito berth. \$1,500!  
(415) 435-1791.

**RHODES 33**

Beautiful classic 33'8" wood sloop. Mahogany over oak. New paint (top & bottom), sails, instruments, recently surveyed. Sausalito berth. Owner buying larger boat. \$10,950.  
Eves. (415) 826-7595.

**SUNFISH**

No. 16403, 1967. Good condition. Two sails, one like new. Covers for boat, sails, CB and rudder. Roof carrier and cart included. \$400/offer.  
(415) 935-2047.

**47-FT LIVEBOARD KETCH — \$125,000**

Aft cabin lay-out. Bluewater cruiser built by Bluewater Yachts in 1975. Diesel engine. Completely equipped to move onboard and sail away now. Days (415) 522-2666; eves. (415) 865-7221.

**FOR SALE: 1934 HARLEY DAVIDSON MOTORCYCLE**

With sidecar. Completely refurbished. Must see to appreciate. \$4,800 cash. May consider partial trade for yacht gear.  
Call J.C. (408) 338-2801 anytime.

**COLUMBIA 26 MKI**

Drastic price cut forced by military orders. \$7,500. Great Bay boat, safe and stable. Sleeps 4, full headroom, 6 hp Johnson o.b. Complete upgrade in 1983. Call Jim Soule: days (415) 561-5133, nites (415) 922-2106.

**CLIPPER 30**

Clean, diesel. \$6,000 cash. No money, don't call.  
Serious buyers only.  
Ph: (415) 327-6729 p.m.'s.

**ERICSON 32 — QUICK SALE!**

House purchase forces quick sale of my 1974 Ericson 32. Great liveaboard or cruiser (South Pacific veteran) with pressure hot and cold water, stove with oven, rebuilt Atomic 4, two anchors, VHF, knotlog, depthsounder, shore power, telephone hookup, lots of wood down below and much more. Upwind Alameda berth with telephone connection. She needs some shining up, but is in great mechanical shape. Recent survey available. Priced for quick sale at \$24,900.  
(408) 253-3760.

**RANGER 23**

Great racer/cruiser. Strong fleet. Outstanding example, with many sails, lines lead aft, wooden rails, 6 hp Johnson. Brickyard. Leaving area; must sell. \$7,900.  
Call 328-7240.

**'72 MASON 31-FT WOODEN SLOOP FOR SALE!**

Excellent buy! This boat is in top notch condition, is great for Bay sailing as well as long distant cruising w/lots of extras. I'm moving inland and must sell. Price just reduced to 20K. Days (408) 720-7679; eves. & mssg: (415) 368-9716, Michele.

**LANDFALL 39 PILOT HOUSE CUTTER**

Incredibly equipped, with \$28,500 refit in 1985 in preparation for Alaskan cruise. Since returning she is for sale to a discriminating buyer looking for an incredible liveaboard or cruising boat. Sleeps 6 in 3 cabins, 5 sails, Dickensen diesel stove, 3 dinghies, Avon cannister raft, excellent ground tackle, radar, loran, hydraulic autopilot with remote and auxillary, 2 ds with cockpit repeater, wind instruments, VHF, CB, digital stereo with equalizer, refrigeration, TDX, separate shower, 110v inverter, teak interior, multiple custom skylights, 70 hp diesel, crab and shrimp pots, and far too much more to list. Perfect for an incredible dream and ready to leave tomorrow. Offered at \$77,000 in Puget Sound or will deliver.  
(415) 635-5168.

**ERICSON 27**

Clean and ready to sail. Volvo diesel, pedestal s/s wheel, s/s life rails, radio telephone, Electrasan head, bow mounted CQR anchor, Pineapple sails, wood stove, and upwind Berkeley berth. \$19,500.  
Call (415) 531-4065 evenings.

**CATALINA 30 — \$31,000 OR B.O.**

Must sell. Good condition, hull #2190.  
Roller furling, Atomic 4, fully equipped.  
(408) 268-3794.

**32-FT O.A. ANTIQUE GAFF CUTTER**

Fast and strong.  
\$4,000/B.O.  
331-9189.

**FARR 36**

Sistership to Pacific Cup winner *Sweet Okole* but has cruising deck & interior layout. Fridge/freezer, 8 sails, dodger, dinghy, 6-man liferaft & many cruising extras. MD2 diesel. A well proven fast ocean cruiser/racer. \$58,000.  
332-2149.

**CHEOY LEE 30**

Bermuda ketch, Hong Kong built 1964. Volvo MD2 diesel 1986, fiberglass hull with new LPU paint, teak everywhere else, new rigging, new sails. Refurbished throughout, excellent condition. \$25,000.  
332-2149 or 331-8250.

**1985 CRUISING FOLKBOAT**

Mahog/oak, self-bail, raised foredeck, windvane, RDF, 4 sails, 3 anchors, o.b., whale pump, best materials throughout. Cruise ready w/min. add'l equipt. Marin berth. \$8,500/trade car, small boat.  
(707) 857-3868.

**BUYER'S MARKET**

Cal 2-27. Clean, well-cared for sloop, sleeps 6. Great family boat. Excellent racer. Volvo-Penta engine rebuilt. New cushions. Appraised at \$27,500, but will sell for \$22,000 due to relocation.  
(408) 735-0663.

**ERICSON 30**

In good shape. Bargain at \$19,950.  
Will consider trade for local real estate.  
(415) 968-1860 or 961-2222.

**ISLANDER 30 II**

Set up for Bay and Delta cruising. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150, spinnaker plus working sails. Dinette interior, cockpit cushions, and sun shade. Coyote Point berth. \$23,500. Eves. 948-6935; days 365-0412.

**RANGER (MULL) 22**

2 mains, 5 jibs, spinnaker. Pulpits & lifelines. Barient winches. 6 hp Johnson o.b. Anchor/chain & rode, battery, VHF, ds; dinghy. Porta-potti. New bottom paint Aug. Many extras. Very well equipt. Richmond berth. \$9,500.  
(415) 663-1500 eves.

**BLUE WATER BARGAIN**

29' full keel f/g sloop. Twice New Zealand vet. Heavily built, oversize rigging, 6 sails, dsl, 3 anchor systems, windlass, ap, km, ds, compass, gimbal propane stove/oven. Ready to go but needs extnsv. cosmetic wk. \$15,000/offer. 525-4310.

**19-FT O'DAY MARINER**

F/g cabin sloop, fixed keel, trailer, outboard motor, 2 sets of sails, spinnaker, v-berths, head, anchor & rhode, compass, excellent Bay boat. \$2,595 of offer. (707) 829-2838 Petaluma.

**27-FT STEEL PILOTHOUSE SLOOP**

Good coastwise cruiser, inside/outside steering, Albin 12 hp aux., rigged for commercial salmon trolling, '86 Salmon Permit, VHF, hyds., anchor, storm jib, Berkeley Marina slip, \$12,500. Make offer. (707) 874-3750 Andrew; (707) 874-2882 Willis.

**PURCHASED HOUSE SO BOAT MUST GO**

24-ft Islander Bahama. Extra sails, full electronics, all new rigging, many extras. \$7,000/B.O.  
(415) 887-3020.

**25-FT VERTUE**

World famous pocket cruiser with standing headroom. VHF, RDF, ds, 4 headsails, diesel engine and cabin heater. Recent survey assumable loan. Call for info:  
Days 755-5794; eves. 386-4866 or 521-9512.

**1983 MERIT 25**

Full sets of racing and cruising sails. Headfoil luff system. Epoxy primer under bottom paint. Hauled July '86. VHF, 2 compasses, speed/log, depth, sink, head, curtains, anchor, trailer, Johnson 4.5 o.b. \$21,000.  
(408) 867-5081 or (408) 449-5200.

**WYLIE HAWKFARM**

28' fractional rigged performance sloop. 1976. Locally built, custom paint, mahogany interior, dsl, excellent cond. Fully equipped, active local fleet, race or cruise ocean or Bay. Strong, fast, easy to sail. Reduced to \$19,900. 648-8819 eves/wkends.

**FOR SALE 41-FT CHEOY LEE KETCH**

Loran C, 50 channel VHF, EPIRB, Avon 6-man liferaft with pack in cannister, 8' Avon Redcrest, four 2-speed sheet winches, 7 single speed winches, low hours Perkins 4-108 fwc diesel, 6 sails including spinnaker, complete spinnaker gear, full Cheoy Lee custom interior, 30 amp mariner charger, ensolite cockpit cushions, CNG s/s stove with oven, all galley equipment, stereo. Much, much more gear and equipment (3 pages). For more information and inspection call days: (415) 221-8282; eves: (415) 383-4217. Pls leave msg. Must see. \$90,000.

**ISLANDER 28**

1977 model. Equipped with wheel, ds, km, stereo. Atomic 4 engine. S.F. or Richmond berth. \$26,900.  
Leave message at (415) 932-0600.

**TRITON**

For sale by original owner 1960 29' fiberglass sloop with low hours Volvo Penta diesel. Recently refurbished interior, including new cushions throughout. Berthed in Sausalito. An outstanding buy at \$15,500.  
(415) 456-0524.

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**DELTA CHARTER**

Available as bare boat 43' Gran Mariner, coastal cruiser for day, weekend, or week. Modern fully equipped, twin Chrysler, fast comfortable cruiser, sleeps six comfortably.  
Call Glenna, (916) 752-3187, 8:00 a.m.—4:30 p.m.  
P.O. Box 512, Davis, CA 95617.

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Enjoy the America's Cup races from 3-bedroom, 2-bath furnished house on the beach just north of Fremantle. Available Nov., Dec. \$900 Australian per week. Linda Wilkins, West Coast Real Estate, Shop 4, Duncraig Shopping Center, Duncraig, W.A. 6023 Australia.  
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| <b>1985 ERICSON 32</b><br>Charter equipped and ready to go.<br>Alameda berth.<br>\$75,000 firm.<br>(415) 778-3028 eves.                                                                                                                                                                | <b>MULL CUSTOM 27</b><br>Fast and fun. Current IOR certificate. Upgrades in Sept. '85 include: Balto plate bottom, LPU hull, deck and mast, Datamarine LX-360 wind inst. Yanmar 9 hp diesel. 13 bags sails including 2 spinnakers, blooper, Mylar 150 and 125 genoas. Includes scads of gear. Will discuss financing. \$20,000/B.O. Call for info sheet and photos. 258-9527.                                                                                                                                                                                                                                   | <b>MAGIC BEAR #65</b><br>4 season champion. Probably the finest racing or cruising Bear on the Bay. Race ready for the serious winner. Evinrude 6, km, compass, Alameda slip. Just hauled, painted, varnished. Looks like the day it was built.<br>(408) 377-5123.                                                                                                                                                                                                                                                                              |
| <b>MOORE 24 REOUECO TO \$11,500</b><br>10 sails, trailer, motor, radio. Must sell! High performance sailing. No other class of boat comes close for this price.<br>Call Roger 387-4590 days; 681-4150 eves.                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>S-2 YACHT OWNERS!</b><br>Annual D'Anna Cup Weekend for S-2 yacht owners.<br>Fun races, BBQ, prizes. October 4.<br>Overnight berthing available by reservation.<br>Info and reservations, call (415) 451-7000.                                                                                                                                                                                                                                                                                                                                |
| <b>40-FT KETTENBERG</b><br>Outfitted for cruising, a lot of equipment. Wood hull, great shape. We want to sell now. \$30,000.<br>Derek 485-6776.                                                                                                                                       | <b>PEARSON ARIEL 26-FT</b><br>New sails, rigging, outboard motor, standing headroom, galley, head. Sleeps 4, Sausalito berth, excellent condition. Fun boat for pleasure or racing. Must sell. \$9,400.<br>(415) 765-2256 days.                                                                                                                                                                                                                                                                                                                                                                                 | <b>PEARSON 33</b><br>Sail-away condition. Launched 1970. New engine, rigging & sails. Have all records since 1974. Will consider all creative offers. \$30,500.<br>(415) 459-3268 aft. 6 p.m.                                                                                                                                                                                                                                                                                                                                                   |
| <b>SAILS</b><br>150% genoa by Sutter, 32'x19': \$500; Spin. stsl. by North, 36' luff: \$600; 2 #2 Merriman winches with handle: \$30 each; Walker log MK4: \$65.<br>(415) 331-9014.                                                                                                    | <b>ISLANDER BAHAMA 30</b><br>1981. Super clean. Very dry cockpit includes Edson wheel, Datamarine instruments, Hood jib furling system, and custom cushions. On deck: North sails, 2 anchors, solar charger, jib pole and swim ladder. Below deck: Volvo diesel with special prop., great cabin and galley, teak trim, hot & cold pressure water with shower, VHF, velour cushions and more. Boat will party 8, sail 6, sleep 5 or romance 2. Below market for quick sale. \$32,500.<br>Tiburon, (415) 435-6131.                                                                                                | <b>CHEOY LEE LUOERS 36</b><br>Best on West Coast. Completely rebt from keel up. Refin. int., new cushs, Imron hull, refin. teak decks, new sails, Perkins 4-106 dsl, fresh water cooled. Listed thru brokers at \$62,500. Direct from owner: \$51,000. Romaine Corbin (619) 298-1934.                                                                                                                                                                                                                                                           |
| <b>SAILING SOUTH SOON?</b><br>Let's make it a safe and enjoyable trip. Experienced ocean sailor, ex-charter boat captain w/U.S.C.G. License, radar endorsement, FCC radio, first aid/CPR, tugboat mate/engineer with mechanical skills seeks position on boat.<br>Call Peter 755-3363. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>CAL 25 — 1966</b><br>\$6,000/offer. Flush deck racer/cruiser with YRA one-design. Roomy interior with private head. 7 sails incl. spinnaker. Honda 7.5, new rigging, recent bottom job, Berkeley berth. Free sailing lessons.<br>548-1447.                                                                                                                                                                                                                                                                                                   |
| <b>ROWING SHELL</b><br>20-ft Martin Trainer. Stable but fast. Like new, used only 8 times, but illness forces sale of fiberglass shell complete with Oarmaster & 9'9" wooden oars. Custom car top rack included. \$1,450.<br>(415) 461-5960 eves.                                      | <b>LIVEABOARD SITUATION DESIRED</b><br>Responsible, hardworking female, age 25, culinary apprentice. Wishing to share maintenance in exchange for liveaboard sit.<br>Contact K. Janice, 331-6282.                                                                                                                                                                                                                                                                                                                                                                                                               | <b>IRWIN 25</b><br>9.9 hp elec. start, depthsounder, Dewitt sails, compass, anchor, Bimini top, enclosed head, galley, stove, water clock. Sleeps 4 comfortably, 5'8" headroom, PFD's, extinguishers, flare gun. Hauled 6/86. Richmond. \$9,500/B.O.<br>(707) 539-9409 eves.                                                                                                                                                                                                                                                                    |
| <b>CAL 2-27</b><br>1976. Well-maintained & clean. Spinnaker gear & 4 headsails. Many extras. Active fleet on the Bay. \$26,500.<br>383-6208.                                                                                                                                           | <b>FREEDOM 45 GARDEN OESIGN</b><br>Fiberglass hull, 101 hp Detroit diesel. Center cockpit, teak decks and interior, spacious aft stateroom, new rig & sails, new winches, all new electrical, plumbing and force air heating system. Rigged perfectly for liveaboard or cruising in classic elegance and comfort.<br>\$139,500/offer.<br>Full specs. Call (415) 332-6120.                                                                                                                                                                                                                                       | <b>CS YACHT OWNERS!</b><br>Annual D'Anna Cup Weekend for CS yacht owners.<br>Fun races, BBQ, prizes. October 4.<br>Overnight berthing available by reservation.<br>Info and reservations, call (415) 451-7000.                                                                                                                                                                                                                                                                                                                                  |
| <b>COLUMBIA 27 — DEFENDER</b><br>Sparkman & Stephens design. Ample headroom, liveaboard experience, needs cosmetic work. Must-sell situation. \$6,700.<br>(415) 569-4175.                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>CAPE GEORGE 31</b><br><i>Gratitude</i> is a recently built cruising boat as pictured in <i>Best Boats to Build or Buy</i> . She is a classic Atkins' design with a blue, fiberglass hull; the balance of the vessel is wood. <i>Gratitude</i> was built to exacting standards and is maintained in like manner. A partnership interest is available in this exceptional sailing craft. Contact Larry Westland for a complete description of the vessel, and equipment list, and an outline of the partnership obligation.<br>(415) 763-6000. |
| <b>EXCEPTIONAL OPPORTUNITY TO OWN</b><br>A 48-ft Peterson-designed semi-custom yacht (partially completed) by Dennis Choate, builder. Save thousands! Many winning sisterships (including <i>Brisa</i> ). Excellent race/cruise qualities.<br>Call Bill (415) 967-8451.                | <b>11-FT SUPER SCAMPER 2</b><br>Sail-row or use outboard. Fiberglass construction w/mahogany rudder & dagger. 100-lbs. Trailer included. Great dinghy or fun boat. First \$900 takes it all. (415) 349-6797 leave message.                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>CAL 20 — S.F. MARINA BERTH</b><br>Race rigged, ready to go. Sails include spinnaker and mylar jib. New bottom and rudder. Rigging checked and up to date. Hauled in March. \$4,250. Hm: (415) 525-3477; Wk: (415) 930-7550.                                                         | <b>ACAPULCO 40</b><br>Before you buy a "foreign" built or some "already been there and shows it boat", you must see <i>Candace Marie</i> . Custom 1981 construction featuring items such as 250 gallons water/110 fuel, Westerbeke 4/154, solid hardwood interior, mahogany, teak, ash, cutter rig with 8 bags sails including tri-radial cruising chute, recent Awlgrip by Newport Harbor Shipyard, dodger, etc., etc. 43'6" OA x 12'6" x 5'6". Bristol. Replacement value over \$140K. Price just reduced \$20K. Asking \$95.5K. Call for photos, specs. (714) 492-7873 days; (714) 493-0103 nights/weekends. | <b>FIRE SALE — LEAVING TOWN</b><br>40' slip, Pier 39, east side.<br>\$25,000 or best offer.<br>Bob or Marty, 346-8111.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>VALIANT OWNERS!</b><br>Annual D'Anna Cup Weekend for Valiant yacht owners.<br>Fun races, BBQ, prizes. October 4.<br>Overnight berthing available by reservation.<br>Call (415) 451-7000 for info and reservations.                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>BOAT TRAILER</b><br>Sharlin brand, tandem axle (1½" drop), rated 5000#, 23' LOA, deep V. All new: springs, surge brake unit, brake lines & linings, drums turned, bearings & seals, lights & wiring, paint. \$1,650 firm.<br>Bill, work (415) 726-4084.                                                                                                                                                                                                                                                                                      |
| <b>1982 HUNTER 33</b><br>Diesel, hot & cold pressure water, sleeps 7, refrigeration, 3-bladed prop, spinnaker, spinnaker pole, whisker pole, wheel, 2-burner stove/oven. \$39,500.<br>456-3063                                                                                         | <b>25 CATALINA</b><br>Beautiful condition, 10 hp Honda, furled jib, depth, VHF, stereo, 2 batteries, charger, shore power, spinnaker pole, marine head, cockpit rigged, galley, sleeps 5, fixed keel. At Coyote Pt. \$14,500.<br>(415) 349-6797, leave message.                                                                                                                                                                                                                                                                                                                                                 | <b>GOING TO HAWAII?!!</b><br>Married couple seeks passage to Hawaii. Some sailing experience. Willing to crew, cook, as well as help with expenses. Free to leave from September on. Please call and leave message.<br>Peter and Carol Arnold, (707) 778-7837.                                                                                                                                                                                                                                                                                  |
| <b>SHOWER WITH UNLIMITED PURE FRESH WATER "CHEAP"!</b><br>Let ROBOAT custom design a system to fit your needs.<br>Low Maintenance — Strong Warranties<br>The best for less. Call (408) 377-8123.<br>Or write to ROBOAT, 1954 Janet Ave., San Jose, CA 95124, U.S.A.                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>HELP FOR WATER-SOLUBLE RELATIONSHIPS</b><br>I am a Licensed Marriage, Family Counselor with 10 years cruising/racing experience and know the stress that boating exerts on relationships. If yours is on a lee shore, call Pat Neumann, RN, MFCC, (415) 326-1469.                                                                                                                                                                                                                                                                            |
| <b>SALVAGE SALE</b><br>1978 27' Bayliner f/g cruiser, twin gas outdrives.<br>Submersion Damage. No apparent hull damage.<br>To be sold "As-Is-Where-Is" Sealed Bid Basis.<br>Contact (415) 347-2778.                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>WIND &amp; WAVE SCHOOL OF SAILING — RENT ALL!!!</b><br>Enjoy a beautiful day on the Bay on a 32-ft sloop.<br>Sailing lessons, skippered rentals, bareboat rentals & catered cruises.<br>For more info, call (707) 745-4271.                                                                                                                                                                                                                                                                                                                  |
| <b>SELL BOATS IN SAUSALITO</b><br>Commission brokerage looking for salesperson.<br>332-SAIL                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>DIESEL MECHANIC</b><br>40 YEARS EXPERIENCE - REFS.<br>ED 459-3405 EVE; 862-2592                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



|                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <b>CLUB NAUTIQUE</b><br>Transferable family membership for sale for \$500 less than the Club price or best offer.<br>Call (415) 841-5716 evenings or weekends.                                                                                                                 | <b>29-FT SLOOP</b><br>\$29,500. 1979 Buccaneer 295, 7 sails, compass, km, VHF, sounder, inboard Volvo diesel, lots of extras, ready to race or cruise.<br>(415) 489-959. Bob, Linda or message recorder.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>NAUTICAL BOOK COLLECTION</b><br>Over 30 books (mostly hardcover) covering all aspects of sailing. Subjects include technical areas, weather, sails, anchoring, maint., etc. Over 100 issues of Cruising World, Yachting & Sail magazines included! \$200. (415) 355-7238 after 6 p.m.                                                                                                          |
| <b>PHASE II NEWPORT 30</b><br>1978 Shearwater is fully equipped for racing or cruising. Volvo diesel, wheel steering, propane stove/oven, 8 winches, spinaker gear and 2 chutes. \$30,500/or best offer.<br>Chris Arai (415) 820-4654 or 849-1377 (work).                      | <b>COLUMBIA 26 MARK II</b><br>Excellent Bay race/cruise. 3-conv. jibs plus 1-roller furl, 5 over-size Barientis. Lo-hour Crysler Sailor o.b. VHF, wind speed, knotmeter, compass, many extras. Clean. 2 boat owner, sacrifice at \$8,500 or make offer.<br>(415) 521-3468.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>MARINE INDUSTRIAL DIESEL</b><br>New 2 cyl. 33 hp MWM Murphy, SAE #3, Bellhousing, Bosch pump, injectors and starter. Perfect for good sized gen. set.<br>\$2,500. (916) 777-6557.                                                                                                                                                                                                              |
| <b>30-FT BIRO CLASS SAILBOAT</b><br>2 sets of sails. Many times class champion.<br>Must sell. Best offer.<br>(415) 284-5825.                                                                                                                                                   | <b>SPARKMAN &amp; STEPHENS SWIFT 40</b><br>Center cockpit with Lloyds cert. Exc. liveaboard in top condition. Comes cruise equipped including Data Marine inst. Dodger, Zodiac with o.b. Hood sails, Lefiell mast, stereo, T.V., etc. Perfect world cruiser. \$95,000. (916) 823-9960 or (916) 885-0198.                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>BOAT SITTING — SEPT. THROUGH MAY</b><br>Experienced sailor & acupuncture student will care for your boat for the winter. Possibly pay slip fees? Consider lease option on a Bear or Bird boat, other creative ideas? References.<br>Phone Mark, 540-0671 ext. 323, leave message.                                                                                                              |
| <b>MONTGOMERY 17</b><br>Trailer, outboard, 4 sails, VHF plus much more.<br>Has sailed Tahoe, S.F. Bay, Monterey Bay & Sea of Cortez.<br>\$7,500.<br>(408) 379-2238.                                                                                                            | <b>AMADON LIGHT ERICSON/INOEPENOENCE 31</b><br>According to Gaelic folklore, the sailor who saw the Amadon Light (Green Flash) would have good luck on his voyage. It's worked for us, but now it's time for us to sell our deluxe cutter. This fiberglass beauty brings back the grace, beauty, and comfort of a by-gone era. Her traditional looks, modern underbody, and cutter rig make sailing in 30 knots of wind an effortless pleasure. Both headsails roller furl for easy singlehandling! Her rich hand-rubbed teak interior include such uncommon comforts as thermostatically controlled forced air heater. Well equipped and in bristol condition. Order new for \$80K or buy Amadon Light for only \$44K.<br>865-7439 after 7 p.m. | <b>RANGER 23</b><br>Race & cruise equipped, in very good condition. Well outfitted w/seven Lewmar winches & control lines lead to cockpit. North sails, Johnson 6 hp motor. With Sausalito berth.<br>Call Ed (707) 538-4638.                                                                                                                                                                      |
| <b>ANY REASONABLE OFFER CONSIDERED</b><br>Must sell 38' ferrocement ketch. Diesel engine, 4 sails, 2 anchors, radio, cold plate refrigeration, hot/cold pressure water, diesel heater, kerosene stove. Need to complete rigging. Not a dog.<br>(805) 642-4986.                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>31-FT MARINER</b><br>F/G ketch, Perkins diesel, VHF, RDF, ds, shower, telephone, etc. Needs some work. Owner presently living aboard in Redwood City. Asking \$27,500. Must sell this month.<br>Doug, (415) 857-7020 or (415) 366-1215.                                                                                                                                                        |
| <b>VINOO 35, 1978</b><br>Fiberglass hull, 3 cycle Volvo Penta diesel, Seden spars, internal halyards aft cabin, teak deck 95% complete. Asking \$30,000.<br>(805) 528-0275.                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>EXCALIBUR 26 SLOOP</b><br>Fun, dry, sturdy Bay cruiser, overnighter or one-design racer. 5 sails including 2 spinnakers. Sleeps 5, enclosed head plus sink, VHF & 6 hp o.b. Lots of boat for the money! \$8,950/B.O.<br>(415) 872-3636.                                                                                                                                                        |
| <b>CATALINA 27</b><br>1978. Honda o.b., 2 jibs, 2 mains. Excellent condition.<br>Coyote Point berth.<br>\$14,000.<br>(408) 867-5709 or (408) 741-0239.                                                                                                                         | <b>32-FT WESTSAIL 1972</b><br>Double-ended sloop w/Volvo 25 hp diesel, 10 bags sails. Recent survey at 55K. Sell for \$30,000 or B/O. (415) 653-3880. This boat has cruised the far east and is ready to go again!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>1971 VEGA 27</b><br>Must sell this Swedish built light displacement cruiser. 8 sails, knotmeter, VHF, 12 hp gas inboard & more. Excellent condition & an excellent price at \$15,000. Pt. Richmond berth.<br>(707) 431-8133.                                                                                                                                                                   |
| <b>NEW MACGREGOR 65</b><br>Cruising model.<br>Fast, fast, fast.<br>Sell 1/3 interest.<br>Call (415) 574-8299 after 6 p.m.<br>Delivery approx. Dec. 1986.                                                                                                                       | <b>ISLANDER 21</b><br>Moving/must sell beautiful boat, top condition. Fixed keel, North sails, new standing rigging, new teak wood trim, 4.5 hp Evinrude o.b., anchor, Porta-potti, safety equipment, extras, new hull professional paint job. \$3,500/B.O. Steve eves. (415) 681-9964.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>HUNTER 34</b><br>1984 34-ft Hunter sloop. Pristine condition, rarely used. Signet knotlog, depthsounder, windpoint, windspeed. All lines led aft w/easylocks, winches, 2-speed self-tailing primaries, pedestal steering/compass, 110v shore power, water heater, shower pressure water, oven/stove, sleeps 7, tri-cabin design, nav station, diesel engine. \$53,600.<br>Mark (415) 521-7301. |
|                                                                                                                                                                                                                                                                                | <b>LOOKING FOR A SPECIAL CAPTAIN</b><br>Active, attractive, professional woman, 31, loves sailing. Wood like to meet a special captain to share sailing, friendship. Prefer N/S professional, warm, easygoing, capable sailor. Write: c/o 1729 Woodland Ave., Apt. E, Palo Alto, CA 94303.                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>78 MORGAN 30 OUT ISLAND</b><br>Well-built coastal cruiser. Full keel, wheel, 5 sails, low time 22 hp Yanmar, VHF, depth/knots, 3/86 bottom, great condition, ready to sail. \$23,500/OBO.<br>(805) 373-2618 days; (805) 492-1333 eves.                                      | <b>PEARSON 10 METER — \$8,500</b><br>1/4 interest, 1975, 33' sloop with dark blue hull. Super condition. New sails, diesel, wheel. Yours 13 weeks per year. S.F. Marina berth. 956-3260 days; 453-1139, 324-0486 eves.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>CATALINA 27</b><br>1972, 7 bags, 4 winches, 10 hp Honda, rigged for single handling, new bronze thru-hulls, split backstay, autopilot, km, ds, Oyster Point berth, hatch cover, custom traditional interior, battery charger, 110v, more. \$15,500.<br>(415) 968-5005.                                                                                                                         |
| <b>12-FT S.F. PELICAN</b><br>Professionally built by Smith Bros., glass on ply, mahogany transom, oars, anchor, furling jib, trailer. \$1,600/offer.<br>Bob (408) 375-2736 eves/weekends. Monterey, CA.                                                                        | <b>I'VE HAD IT!</b><br>Just about ready to give away my Columbia 24. She's a clean full keel Contender model. Sleeps 4, 6 hp Evinrude, new head, 78 ch. VHF portable, plenty of gear. Located Bay/Delta marina. \$3,500.<br>(916) 644-4264.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>WASHINGTON 1915 46-FT WOOD</b><br>Loran, VHF, CB, wood-Freeman, paper machine & flasher, sink, stove, 471. Good work boat or fish boat. \$7,500. Coronado 15, 1976 fiberglass sloop, good condition, aluminum trailer. \$1,000.<br>(707) 552-2659.                                                                                                                                             |
| <b>505</b><br>Older boat which needs work. Two sets of sails and trailer.<br>\$700.<br>Call Jim for more information after 6 p.m.<br>(415) 349-6571.                                                                                                                           | <b>COLUMBIA 26 MKII</b><br>Excellent Bay boat. Good sail inventory, including spinnaker. 9.9 hp o.b. with electric starter. VHF, Sumlog, compass. \$8,750.<br>(415) 454-6703.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>COLUMBIA 34 MKII</b><br>1974 Bill Tripp 34 MKII. Rebuilt Palmer P-60-80 hrs. 2 mains, Yankee, 2-110's, 150, Drifter. VHF, ds, km, FM stereo/tape. New main & jib halyards, enclosed head/shower press. h/c water. Shipmate 3-burner/oven. Asking 38K. Bob (408) 458-1177.                                                                                                                      |
| <b>CHARTER A SEASTAR</b><br>This beautiful 46' cutter sailboat now has some dates available in September and October. Sail one of the most popular charter boats on the Bay. \$275 per day.<br>Lee Stephens Yachts (916) 791-7074.                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>BALLENA BAY</b><br>Berth "L" shaped, 45' to 50' boat. 2 bedrooms over water. Joanna 523-8409. Gold Coast one level custom home. Loy 60 x 150. 2 bed., den. Phone 522-1930.<br>Agnew/Codiga Realtors (415) 523-4000.                                                                                                                                                                            |
| <b>C. BELL BOAT BUILDING OFFERS</b><br>Triton 44, a blue water cruising hull. LOD: 44'6", Beam: 13'1"; Draft: 7'; Displ: 48,000 lbs. Bill Atkins lines, heavy fiberglass construction.<br>Call or write: C. Bell Boat Building, P.O. Box 303, Isleton, CA 95641 (916) 777-6557 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>FISHER 37</b><br>1976 Pilothouse. This British beauty has everything that one of the worlds finest built motor-sailors should have: radar, furling, electric windlass, all wind instruments, Cellular phone, Avon, T.V. Surveyed at \$130,000. A steal at \$79,000. Pat or Geoff (213) 435-4778.                                                                                               |
| <b>SAIL THE BAY</b><br>Rent our 32-ft Pearson Vanguard.<br>\$100/day — includes one crewmember. Sausalito.<br>Contact: Rick, eves. 587-0475                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>C.T. 49</b><br>1982 Kaufmann & Ladd aft cabin cutter. Beautifully-equipped for local and long distance cruising. First class equipment; Sparcraft, Giot, Navtec, Gori, VDO, 7 sails, full electronics. AC/Mechanical R/F. Assumable loan. Lowest price anywhere. \$118,500.<br>Pat or Geoff (213) 435-4778.                                                                                    |



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| <b>GREAT BUY</b><br>37' ketch. World cruiser, spacious, comfortable liveaboard. A double-ender of traditional safety & beauty. Alaska yellow cedar over oak. Autopilot & windvane. Contact (503) 285-4228. \$24,500.                                                                                           | <b>27-FT CUTTER</b><br>Distinctive design & character. Cruised the South Pacific, ready now to go anywhere. 15 hp Yanmar, Hassler windvane, new main. Built 1956 San Rafael. Contact (503) 285-4228. \$22,500.                                                                                                                                                                                                                                                                                                                                                                                       | <b>27-FT WHARRAM CAT WITH TWO SAILS</b><br>10 hp Evinrude o.b., 3 winches, 18-lb Danforth, compass, sleeps 2, recond. w/West Epoxy, new paint top & bottom, deck, mast & rigging. Berthed Berkeley Marina. Must sell by Oct. 1. \$3,900/B.O. MaryAnn (415) 652-3011; (619) 435-3638. |
| <b>CLASSIC WELLS 34 KETCH</b><br>No. 5 Burma teak planked o/oak frames w/copper rivets. Rebuilt Perkins 4-107, 8 sails, full cruising inventory, sleeps 6. Fast, comfortable, beautiful, a proven world cruising yacht. (415) 663-8280.                                                                        | <b>FLICKA 20</b><br>Roomy teak interior with standing headroom, teak hatch, Honda o.b., 6 sails, whisker poles, VHF, ds, RDF, new battery, Princess stove, 2 small inflatables, 2 anchors, windvane, Alameda slip, extras. Surveyed at \$22,500. \$18,100. (415) 680-7351 msg.                                                                                                                                                                                                                                                                                                                       | <b>CAL 34</b><br>Great for cruising. Furling headsail, sleeps 6, Lectrasan head, rigged for racing, spinnaker, 10 winches, depthsounder, VHF Ship-to-Shore, gimbaled oven, new Atomic 4. Best offer over \$29,000. (415) 435-2777.                                                   |
| <b>H.O. 4-WHEEL CRADLE/TRAILER FOR UP TO 36' BOAT</b><br>With '65 GMC L.B. V6 P.U. to pull. \$500 each or both for \$850. 776-1601 or see Dennis at Sausalito Boatwright Cooperative. Possible trade for woodwork.                                                                                             | <b>TO TRAOE OR SELL</b><br>Columbia 36 Crealock design, upgraded \$20,000 new gear. Ericson 27 with inboard & fireplace. Both have slips in Marina Green S.F. Interested in larger sail such as Peterson 44. Call for prices & details. 563-4421; 771-8435.                                                                                                                                                                                                                                                                                                                                          | <b>COLUMBIA 22</b><br>Great shape! Brand new main and 110 jib sails. Also includes 70 & 90 jib sails and new Evinrude Sailmaster 6 hp. Depthsounder, compass and more. Sleeps 4. \$4,500/B.O. (415) 552-8299.                                                                        |
| <b>1976 RANGER 23 — ASKING \$9,250</b><br>Want all offers, going to N.Z. (1976). Fully equipped for race & cruise. Lots of extras. VHF, depth/log, compass, o.b., spinnaker. Please phone Tony, 388-3718.                                                                                                      | <b>ERICSON 38</b><br>Owner sells a beautiful, roomy, almost-new 1983 classic tri-cabin with tall rig and competition keel. Equipped with Lectrasan head, roller furling, pressurized h/c water, separate shower, battery charger, shore power, varnished teak interior, insulated cabin, Barient 32 winches, wood-burning stove, stereo system, Adler-Barbour refrigeration, VHF, Combi Navigation System, extra stainless water tanks, 2 anchors, 3-burner gas stove with oven, extra safety gear, aft-led rigging. She's perfect for cruising or liveaboard. Any reasonable offer. (703) 528-6158. | <b>TRAILRITE TRAILER</b><br>For 19'-22' keel sailboat. Tongue extension. \$775. 945-8269 days; 573-0981 evenings.                                                                                                                                                                    |
| <b>YANKEE 30 BEAUTIFUL CONDITION</b><br>The yacht <i>lone</i> , S&S designed f/g cruising-racing sloop, 5 year South Pacific veteran, fully cruise equipped: 10 bags sails, 5 anchors, Lewmar winches, 3 compasses, Avon inflatable, depth-sounder, knotmeter. \$33,000. 234-3399.                             | <b>ERICSON 32</b><br>Excellent condition, Atomic 4, 3 headsails, wind point, etc., many extras. Motivated seller. \$27,500. Call (415) 785-2288.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>ISLANDER 28</b><br>Fast & beaut. Robert Perry design. Bristol cond. Sleeps 6, meticulously maintained 78/79 model w/Atomic 4 eng: knot, depth, radio (marine), stereo, & Hood Sea Furling system. See at Brickyard Cove B-38. \$28,500. (916) 663-2444 aft. 6 p.m.                |
| <b>SOLAR BATTERY CHARGER</b><br>Maintain your boat's 12v battery with an ARCO SOLAR® charging system. Convert sunlight into D.C. electricity. Low cost, factory direct prices. Simple to install. To order/get information: Solar Distributing Co., 1570 The Alameda #321, San Jose, CA 95126. (408) 295-2924. | <b>COLUMBIA 30</b><br>'73, Atomic 4, Martec folding prop, rigging refitted '82, Class IV head, AC/DC refer, shower, 100 gal. fresh H2O, davits, 2-man inflatable, 787C Loran, speedo/log, FL5 depth, headsails, 70, 110, 150, spinnaker. Tri-color w/strobe & anchor, 35' Danforth, more. Let me show you my baby. Nick 459-8630; 820-2000.                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                      |

# ADVERTISER'S INDEX

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Al's Marine Store... 40<br>Anchorage<br>Brokers & Consultants... 64<br>Anchorage Marine... 64<br>Anchors Way Boatyard... 212<br>Arena Yacht Sales... 63<br>Armchair Sailor, The... 71<br>Bailiwick, Inc... 90<br>B. Axelrod... 212<br>B.H. Ballard Co... 208<br>Bald Eagle Enterprises... 79<br>Bank of Walnut Creek... 42<br>Bay Area Multihull Assoc... 208<br>Bay Riggers, Inc... 88<br>Beery, John, Yacht Sales... 215<br>Benicia Marina... 34<br>Berkeley Design Shop... 53<br>Bilge Busters... 210<br>Bluewater Yacht Sales... 86<br>Boater's Friend... 81<br>Bock, Chris, Instruments... 193<br>Bottomsider Cushion Co... 212<br>BSA Stanford... 181<br>Brisbane Marina... 118<br>Cal Coast Marine... 56<br>Cal-Marine Electronics... 57<br>California Maritime Academy... 211<br>Capital Insurance... 42<br>Capitola Bay Marina... 81<br>City Yachts... S9,224<br>Corlett & Blasier... 223<br>Cruising World<br>Yachts... 15,16,17<br>D'Anna Yachts... 209,211<br>Dave Garrett Sailing... 79<br>Dickerson, R.E., Insurance... 118 | Docketwatch... 71<br>Downwind Designs... 211<br>Dri Diver... 95<br>Dunne, Michael F., Insurance... 77<br>Eagle Yacht Sales... 52<br>Edgewater Yacht Sales... 216<br>Edinger Marine Services... 74<br>Emery Bay Cove... 118<br>Fair Weather Marine... 68<br>Farallon Yacht Sales... 52<br>Feeney Wire and Rope... 44<br>Fernandez Boat Works... 72<br>Ferrari Boatwright Svcs... 210<br>Fifth Avenue Boatyard... 95<br>Fleming Marine U.S.A... 210<br>Foredeck, The... 40<br>Gianola & Sons... 53<br>Glen Cove Marina... 20<br>Golden State Diesel... 181<br>Golden State Yachts... 213<br>Bill Gorman Yachts... 58<br>Handloggers... 194<br>Hatler, Don, Yachts... 51<br>Haynes Sails... 210<br>HCH Yachts... 147,213<br>Hogin Sails... 61<br>Hood Sailmakers... 13<br>Horizon Charters... 67<br>Hotel Inter/Continental... 42<br>Isomat Spars... 60<br>J/Boats West... 2<br>Jim Irwin, Broker... 214<br>Johnson Hicks... 21<br>Jones, Peter, Yacht Brokerage... 216<br>Kelly, Jack, Yachts... 66<br>Kelly/McCall Studios... 181<br>Kensington<br>Yacht & Ship Brokers... 217 | Kettenburg Marine... 47<br>Key Credit... 84<br>Larsen Sails... 180<br>Le Walder Boom Brake... 211<br>Leading Edge Sails... 118<br>Lightwave Marine... 70<br>Live and Learn<br>School of Sailing... 141<br>Loch Lomond Marina... 72<br>Losin' Our Shirts... 55<br>Margas... 74<br>Marin Boat House... 86<br>Marin Motorsports... 78<br>Marina Bay Yacht Harbor... 56<br>Marina Plaza Boat Harbor... 211<br>Marina Village... 26<br>Marina Yacht Center... 23<br>Marine Electrical Service... 20<br>Marine Engineering Assoc... 135<br>Mariner Square Yachts... 25<br>Maritime Electronics... 54<br>Maritime Store, The... 86<br>MARS Electronics... 80<br>Maskell Marine... 89<br>McGinnis Insurance... 46<br>Metal Magic... 180<br>Milano Yachts... 219,220,221<br>Monterey Bay Fiberglass... 80<br>Motorcycles Unlimited... 210<br>Navigation & Marine Services... 80<br>NCMA... 11<br>Nelson's Marine... 45,208<br>Nelson/Marek... 135<br>Nonsuch Center, The... 76<br>NorCal Boatyard... 65<br>NorCal Yachts... 112,113<br>Norseman Yachts... 14<br>North Coast Yachts... 163<br>North Sails... 48<br>Oakland Rim & Wheel... 60<br>Ocean Yachts... 10<br>O'Neill's Yachts... 41<br>Olympic Circle Sailing Club... 82,83<br>Oregon Headroof... 35 | Owen & Co... 18<br>Oyster Cove Marina... 30<br>Pacific Coast Canvas... 180<br>Paradise Charters... 75<br>Parker, Kermit, Yacht Sales... 222<br>Passage Yachts... 4,5,6,7<br>Peninsula Marine Services... 192<br>Pineapple Sails... 3<br>Pioneer Marketing... 43<br>Pitchometer... 60<br>Pointe Ballena... 32<br>Port Sonoma Marina... 24<br>Premiere Sports... 37<br>Neil Pryde Sails... 84<br>Pure Water West... 210<br>Railmakers... 180<br>Repo Hot Line... 37<br>Richmond Boat Works... 49<br>Richmond Yacht Service... 194<br>Royal Yachts Inc... 31<br>SAWCO... 180,212<br>Sailing School, The... 163<br>S.F. Bay Boat Brokers... 216<br>S.F. Boat Works... 84<br>S.F. Federal Savings... 75<br>San Francisco Yacht Service... 180<br>Sanford-Wood... 119<br>San Leandro Marine Center... 40<br>Sara's Marine... 210<br>Sausalito Multihulls... 35<br>Sausalito Yacht Sales... 215<br>Scanmar Marge Products... 33<br>Schaefer Marine... 194<br>Sea Link Charters... 210<br>Sea Shine Boat Polishing... 194<br>Sea of Cortez Yacht Charters... 192<br>Seabird Sailing School... 67<br>Seabreeze Ltd... 214<br>Seabreeze Boat Yard... 41<br>Seapower Marine... 193<br>Seagull Marine... 90<br>Slocum Yachts... 144<br>Smith & Co... 88<br>Solarshields... 89<br>South Beach Harbor... 62 | Spinnaker Shop, The... 95<br>Stanford University... 214<br>Star Marine... 91<br>Starbuck Canvas Works... 77<br>Stockdale Marine... 218<br>Sunset Yachts... 89<br>Sutter Sails... 69<br>Svendsen's Boat Works... 38<br>System Three Resins... 85<br>Tatoosh Marine... 28,29<br>Technical<br>Education Institute... 83<br>Tedrick-Higbee Ins... 22<br>Thomson, Chuck, Yachts Ltd... 36<br>Thomson Enterprises... 95<br>Tradewind Instruments Ltd... 87<br>TransPak Insurance... 20<br>University Ave. Boat Supply... 214<br>University of Davis... 181<br>U.S. Yacht Bureau... 46<br>Vallejo Marina... 33<br>Vallejo Marine... 40<br>Vancouver Yachts... 91<br>Vari Pitch Marine... 90<br>Voyager Marine... 212<br>Walnut Creek Honda... 74<br>West Marine<br>Products... 27,92,93,94<br>Western Chrome Plating... 181<br>Whale Point Marine... 58<br>Whiting Yachts... 78<br>Willard Marine... 193<br>Don Wilson Yachts... 39<br>Windjammer Sails... 180<br>Windships... 19,50,218<br>World Yacht Center... 167<br>Yacht: C&C 30... 218<br>Yacht: 'Ghost'... 215<br>Yacht: Meridian 25... 215<br>Yacht: Pearson 323... 218<br>Yacht: Standfast 36... 214<br>Yacht: 'Stuff'... 218<br>Yacht Masters Inc... 73<br>Yacht Registry... 180<br>Yegen Marine... 12 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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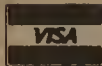
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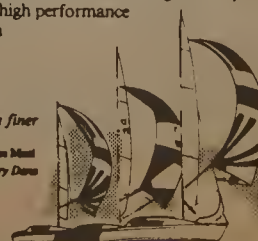
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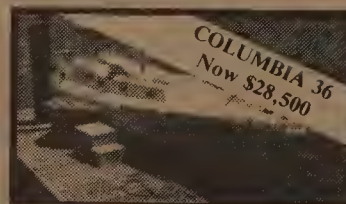
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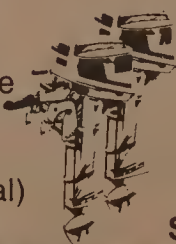
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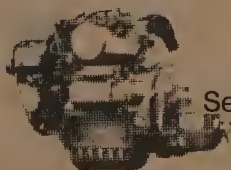
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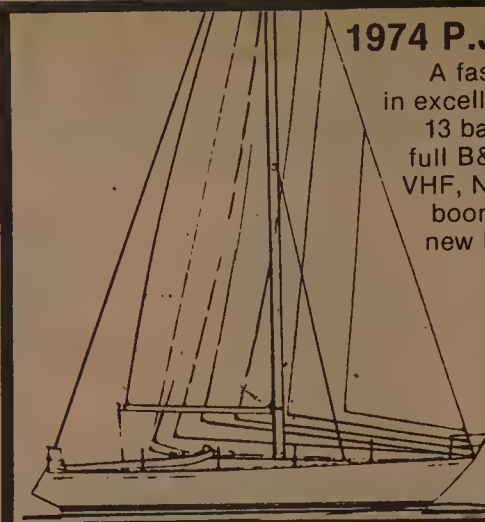
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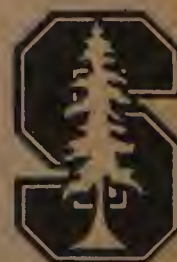
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- 37' Fisher M/S, cruise equipt, trades considered ..... \$89,000/Offer
- 36' Mariner, 1980, dsl, cruise equipt ..... 76,900/Offer
- 36' Islander, '74, exclnt cond, never raced. Owner anxious ... \$54,500
- 35' Ericson, 1972, spinnaker equipment ..... \$32,000/Offer
- 35' Custom Steel sloop, Pilothouse ..... \$55,000/Offer
- 35' Chinese Junk, nicest one available ..... \$75,000/Offer
- 35' Flying Dutchman, cruise ready, liveaboard ..... Asking \$85,000
- 33' Hunter, 1979, Yanmar dsl, extensive equip list ... \$43,900/Offer
- 32' Fuji ketch, 1976, Pisces diesel ..... \$47,500/Offer
- 32' Aries, the Colin Archer race winner ..... (3) from \$33,500
- 30' Fisher Motorsailer, '75, dsl, furling jib, new paint, very clean ..... \$59,500
- 28' Islander, 1982, dsl, cruising spinnaker, 2 jibs, good equipment list, very clean. .... \$27,900/Offer
- 28' Islander, 1976, Volvo dsl, self-tail winches, v. clean ..... \$27,500
- 27' Orion, Pacific Sea Craft quality, full keel ..... \$41,000

BAY & HUMBOLDT STREETS, SAUSALITO (415) 332-5000

## ARIES 32



The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

Standard equipment includes aluminum spars, lifelines, bow & stern pulpits, & sail covers. Stainless steel watertank. The interior is beautifully finished in teak. A Westerbeke 4 cylinder diesel furnishes a powerful "iron wind" when needed.

The Aries traditional deck & cabin layout reflects the combined experience of many demanding yachtsmen. With 34 Aries cruisers delivered on San Francisco Bay, there's established a solid reputation for owner satisfaction & resale value. Let us show you why . . . Available for inspection at our dock. **\$52,500.**

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CT 44

1983, Perkins diesel, excellent cruise layout, loaded with gear, all in perfect condition. Asking \$115,000



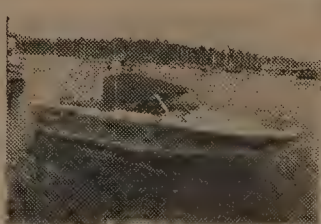
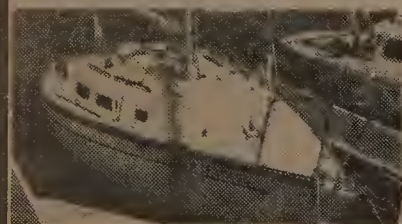
45' LANCER

Fast with twin Turbo Perkins, Onan generator, spacious interior, low hours. Try \$79,500



OFFSHORE 40 YAWL

Cheoy Lee, fiberglass and teak, diesel, autopilot, quality equipped, tri-cabin. Only asking \$79,000



RANGER 23. Two available, and both are loaded with gear. Try \$8,500

23' DONZI type. '72, rebuilt eng, new VHF & ds, lots of gear, nothing to buy. Only \$6,500



43' TRAWLER

Twin GM diesel, big roomy offshore cruiser, ideal liveboard, up to survey. Asking \$45,000

# PETER JONES YACHT BROKERAGE

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BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

- 44' LAFITTE '80. Cutter rigged sloop. Extremely well-equipt and well rigged luxurious cruiser w/many custom features. \$175,000.
- 44' GULFSTAR '74. Cntr ckt aft cabin M/S; ideally suited for lvabrd/cruis w/ Perkins dsl, Onan gen., large fuel/water tanks; gd inventory. Inquire.
- 37' SOVEREL '72. Super cruis'g slp. Dsl, vane, SSB, Loran + more. Inquire.
- 36' YAMAHA '81. (7) sails, hydraulics, whl, electronics. Clean. \$77,500.
- 36' OKOMOTO kch '56. Mahog on oak, bronze fastened, recent refit. \$29,500.
- 36' PEARSON 365 '76. Well maintained ketch w/lots of extras. \$69,500.
- 36' LOD ATKIN '77. Cold-molded junk-rigged cruising boat. \$42,500.
- 35' MARINER ketch '66. Mahog on oak, Perkins dsl, recent work \$39,000.
- 34' COLUMBIA MKII '73. Very clean, lrg interior, S.F. Marina slip. \$39,500.
- 33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. \$49,950.
- 33' PEARSON 323 '77. Really nice w/brand new bottom & BARGAIN PRICE.
- 32' CRUISING SLOOP '72. Superbly built NZ kauri. Must see! \$35,000.
- 32' VANGUARD. Good clean Rhodes design w/S.F. marina berth. \$29,500.
- 30' NEWPORT MKII '77. TillerMaster, race rigged, nice! \$31,000.
- 30' BAHAMA '78. Extra clean, wheel, cabin heater, Loran & more. \$26,500.
- 30' CORONADO '72. Roomy with wheel, VHF, Palmer i.b., & spin. \$22,500.
- 30' NEWPORT '79. Phase II with VHF, Loran, autopilot, knotmeter, wheel, dodger, pressure hot water, Volvo diesel, spinnaker and more. \$36,000.
- 30' SANTANA '77. (2) of these racer/cruisers w/diesel & good gear. Inquire.
- 29' ERICSON '74. Very clean, well equipt. Whl, WS, VHF, depth, etc. \$25,500.
- 28' ISLANDER '76. (2) available. Both with recent LP & dsls. From \$25,500.
- 27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. \$15,500.
- 27' CATALINA '71. All new rig. Clean. Evinrude 6 hp. \$16,500.
- 27' SANTANA '67. O.B., 6 sails, autopilot, etc. Honda. \$13,500.
- 27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. Inquire.
- 27' SANTA CRUZ '75. Well equipped ultralight. Fast! \$16,000.
- 25' VANCOUVER '85. Great pocket cruiser. Extra gear. Must see! \$33,500.
- 25' CAL 2-25 '77. Buy this boat! Inquire.
- 22' WESTERLY CIRrus '72. British pocket cruiser. Yanmar dsl. \$12,500.

20-26 FIBERGLASS SLOOPS. I have a number of boats in this size range.

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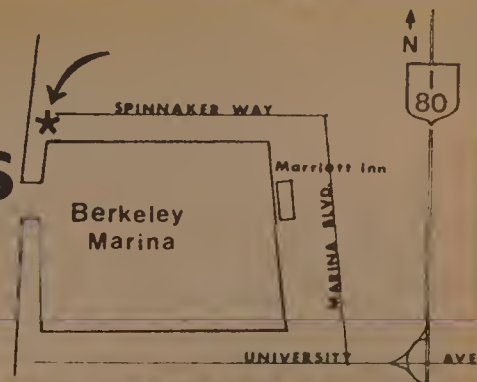




# KENSINGTON YACHT & SHIP BROKERS

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## ONE OF THESE COULD BE YOUR FIRST SAILBOAT

| LOA | Design                                                 | Asking   |
|-----|--------------------------------------------------------|----------|
| 20' | Marieholm, 1977. Inboard diesel, aft cabin.            | \$13,900 |
| 22' | Catalina, 1973. Berkeley berth.                        | 6,300    |
| 23' | Ranger, 1972. Race equipped.                           | 10,500   |
| 24' | J/24, 1981. Excellent condition. Six sails.            | 11,900   |
| 25' | Coronado, 1969. In great shape.                        | 7,000    |
| 25' | Yamaha, 1978. Teak deck, diesel inboard.               | 17,500   |
| 27' | Express, 1983. Like new condition. Trailer.            | 27,500   |
| 27' | Coronado, 1972. Many extras.                           | 15,000   |
| 27' | Newport, 1976. Atomic 4 inboard                        | 16,000   |
| 27' | Vega, 1971. Clean and rugged.                          | 17,000   |
| 28' | Sovereign cutter, 1984. Mint condition, wheel, diesel. | 35,000   |

## MEDIUM RACERS/CRUISERS AND LIVEBOARDS

|     |                                                    |         |
|-----|----------------------------------------------------|---------|
| 30' | Bristol, 1979. Diesel. One owner.                  | 37,000  |
| 30' | Islander Bahama, 1981. Clean.                      | 39,900  |
| 30' | Catalina, 1981. Diesel, wheel.                     | 31,000  |
| 30' | Newport II. Gas.                                   | 26,500  |
| 30' | Pearson 303, 1983. Diesel, wheel.                  | 52,000  |
| 33' | Hunter, 1977. Many extras. Bristol.                | 34,900  |
| 34' | Chinook sloop, 1966. F/G, diesel. Well maintained. | 25,000  |
| 35' | Fantasia sloop, 1980. Beautiful!                   | 67,000  |
| 35' | Auxiliary Garden cutter, 1975.                     | 55,000  |
| 35' | Santana, 1984. Like new, five sails.               | 55,000  |
| 36' | Pearson sloop, 1978. Sharp! Sausalito berth.       | 52,000  |
| 36' | Cheoy Lee, 1976. Center cockpit, diesel.           | 75,000  |
| 37' | Crealock sloop, 1981. Like new and loaded.         | 108,000 |
| 37' | Tayana, (2), ketch & cutter, '79, '81 ... from     | 71,900  |
| 39' | Landfall cutter, 1979. Dual helms. Berkeley berth. | 75,000  |
| 40' | Challenger sloop, 1974. Pristine. Loaded.          | 78,000  |
| 42' | Formosa sloop, 1980. Sausalito berth. Reduced ...  | 69,000  |

## LUXURY LIVEBOARDS AND OCEAN CRUISERS

|     |                                           |         |
|-----|-------------------------------------------|---------|
| 41' | Cheoy Lee ketch, 1979.                    | 100,000 |
| 41' | Formosa ketch, 1974.                      | 42,000  |
| 44' | Hardin ketch, 1979.                       | 114,900 |
| 46' | Alajuela cutter, 1978.                    | 92,000  |
| 47' | Gulfstar Sailmaster, 1979.                | 148,000 |
| 49' | Garden ketch, 1971.                       | 105,000 |
| 50' | Force 50 Garden ketch, 1976.              | 135,000 |
| 52' | Columbia sloop, 1972.                     | 125,000 |
| 60' | Gaff cutter, 1911. Full restored classic. | 150,000 |



43' SWAN NAUTOR, 1978. You must see this world-class beauty!  
Asking \$142,000.



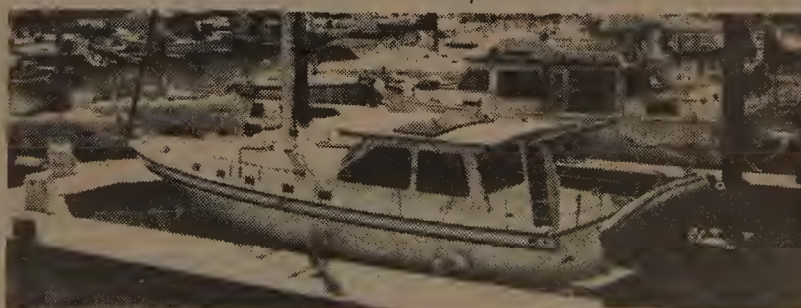
29' ERICSON, 1974. Beautifully maintained, Atomic 4,  
customized teak, wheel. Asking \$23,000.



36' PEARSON 365, 1977. Very clean, five sails, diesel,  
great liveboard/cruiser. Berkeley berth. Asking \$66,000.



46' ISLAND TRADER Motorsailer, 1982. Beautiful, spacious liveboard.  
Berkeley berth. Recent survey. Asking \$160,000.

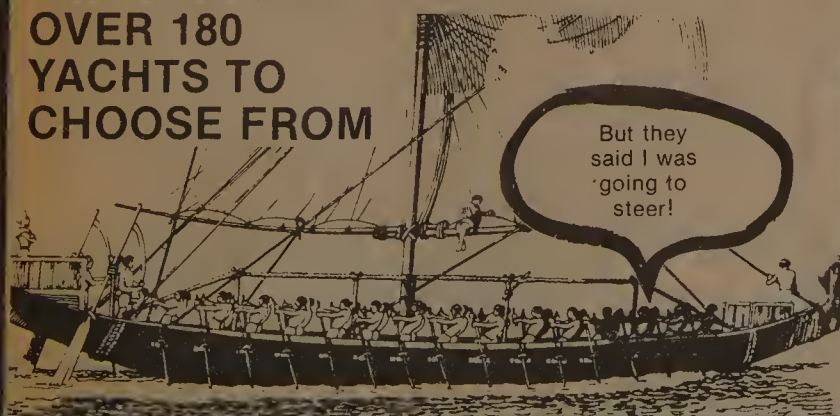


45' LANCER POWERSAILER, 1983. The ultimate in cruising comfort.  
Twin diesels. Shows like new. Asking \$183,000.



50' GULFSTAR KETCH, 1977. Great bluewater cruiser and liveboard  
in mint condition. Many extras. Just reduced to \$139,000.

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| 19'           | Montego . . . .   | '81 | trlr | ob    | 4,795  |
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| 22'           | O'Day . . . . .   | '76 | trlr | ob    | 6,500  |
| 22'           | J/22 . . . . demo | '85 | trlr | 2 frm | 10,750 |
| 22'           | Ranger . . . . .  | '80 | trlr | ob    | 8,195  |
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| 26'           | Int Folkboat . .  | '70 | dsl  |       | 16,500 |
| 27'           | Hunter . . . . .  | '76 | trlr | ob    | 19,500 |
| 28'           | Kings Cruiser     |     |      |       | 8,000  |
| 38'           | DownEast . . .    |     | dsl  |       | 75,000 |

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|------------|-----------------|-----|------|--|-------|
| 15'        | Alpha . . . . . | '77 | trlr |  | 895   |
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NEW PRINDLES — 15', 16', 18', 18'-2, 19'

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Custom Peterson 33  
IOR 22.8', PHRF 132  
(19) North sails, All Electronics  
This custom racer is  
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This boat is hot "Stuff"!

\$35,000

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## PEARSON'S BEST

Coastal Cruiser/S.F. Bay Boat/Liveaboard



**PEARSON 323** — A strong, roomy 32-footer you can depend on with oversized rigging, spars and winches.

Equipment includes: roller furling jib, windpoint, windspeed, depthsounder, self-tailing Lewmar 44 primaries, knotmeter, refrigeration, h/c pressurized water, shower, ElectroSan, new dodger, wheel steering, Volvo diesel. **\$49,500.**

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Performance Cruiser



Uncompromising quality in a boat built for both comfort and performance. Meticulously maintained throughout. Never raced or damaged. Original owner.

- Custom wind dodger '85
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- 4-man inflatable
- Yanmar diesel
- 3-burner stove/oven
- Internal halyards
- Teak sole
- Stereo system
- Custom solid teak cockpit table
- 2 spd Barient primaries
- Custom wheel/compass/table canvas cover

Any serious offer would be considered. Possible trade involving private aircraft. Asking \$44,950.

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**AT THESE TRADE-IN & DEMO PRICE BUSTERS!!**

**"GREAT FOR BAY OR OCEAN RACING"**

**24' Moore Sloop '82.** 5 North sails including spinnaker, like new 4 hp Evinrude; also includes depth indicator, Trailrite trlr w/surge brakes. Cleanest Moore in Bay. **WAS \$20,000. NOW \$16,950**

**POCKET OCEAN CRUISER**

**27' North Sea '77.** Volvo 15 hp dsl (new), full electronics including a.p. & stereo, full keel offshore cruiser, beautiful. **WAS \$34,500. NOW \$29,500.**

**"THIS IS A BEAUTY"**

**27' Cal Mark III Sloop '83.** Yanmar diesel, full electronics, pressure water, shower, like new truly. **WAS \$29,500. NOW \$26,500.**

**"GREAT FOR BAY SAILING"**

**37' Tayana Pilot House Cutter '85 Demonstrator.** Really loaded 44 hp Yanmar. Custom interior, Hood furling jib and staysail, depth indicator and knotmeter. See to appreciate modification and equipment. **WAS \$103,000. NOW \$92,500.**

**37' Tayana 1979 Cutter Mark I.** Lots of equipment. Perkins 49 hp diesel, bristol condition, reduced. Try **\$71,900.**

**37' Tayana 1982 Cutter Mark I.** One owner boat with full electronics, Yanmar 33 hp auxiliary. Very sharp. Try **\$71,900.**

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# MILANO YACHTS

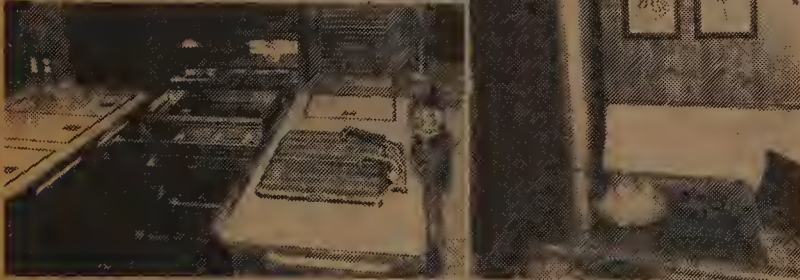
**DISTINCTIVE NEW &  
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## "CAPRICORN DANCER"

**Robert Perry Performance Center  
Cockpit, Cruising Cutter**

*Launched June '86 . . . Just commissioned*

LOA . . . . . 53'7"  
BEAM . . . . . 15'1"  
DRAFT . . . . . 6'10"



This superbly constructed vessel has been rigged for the short handed, husband and wife cruising team. All sails can be set and reefed from the safety of the cockpit.

Its four cabin interior with Min. 6'5" headroom is luxuriously appointed in rich satin finished teak and designer fabrics.

Aft, a large owners quarters provide a queen size walk around double with a sailing quarter berth to starboard. The aft cabin is adjoined by a private head with separate shower and laundry facility.

A "U" shaped galley enables easy and convenient food preparation both at sea and while entertaining in port.

Forward, two cabins provide a comfortable double suite and a two berth cabin to starboard with head and shower.

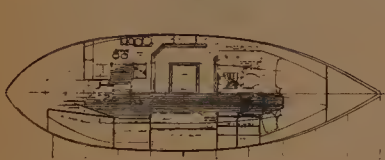


- Epoxy anti-osmosis Barrier Coat
- Mase 4KW Diesel Generator
- Nilsson V3000 Anchor Windlass
- Autohelm 6000 digital auto pilot
- Full Signet instrument system
- Horizon USA 11 VHF

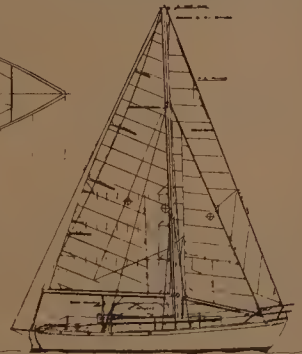
- Microwave oven
- Custom AC and mechanical dual cold plate refrigerator/freezer
- Streamstay 11 headsail furling system
- All Lewmar selftailing winches
- Ground tackle and safety gear

**\$235,000.**

## LANIKI — Rafiki 37



LOA . . . . . 36'9"  
LWL . . . . . 32'  
BEAM . . . . . 11'8"  
DRAFT . . . . . 6'  
DISPL . . . . . 26,500 lbs.



The Rafiki 37 is a well found and sea kindly cruising cutter constructed of the finest available materials and designed by S. C. Huntingford, N.A. This superb yacht comes equipped with standard features that are most often found as options, such as: AIREX SANDWICH FOAM hull construction, aluminum spars, electronics, bronze sea cocks. The cutter rig, low volume cockpit with large drains, spacious deck and complete life line system make the exterior extremely workable and safe.

The interior layout is straight forward, safe and, quite frankly, elegant with the liberal usage of teak in every compartment. As in any realistic blue water cruising yacht there is plenty of stowage, excellent accessibility to all systems and more than adequate ventilation.

Her heavy displacement, full keel, fine entry and efficiently designed underbody provide a stable working platform and a good turn of speed in all conditions.

## Totally Cruise Equipped!



### PARTIAL LIST OF THREE PAGES OF INVENTORY

- Battery Charger
- 6-man Life Raft
- Herreshoff Storm Anchor — 100lb.
- 3 Danforths, 38lb., 22lb., 12.5lb.
- 45 lb. CQR Anchor
- 8' Dyer Dow w/Outboard
- EPIRB
- Propane Stove w/oven
- Lectra-san Head
- Aries Steering Vane

**\$72,000.**



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# MILANO YACHTS

## DISTINCTIVE NEW & PRE-OWNED CRUISING YACHTS



### YELLOW FEVER — Pearson 31

Pearson quality and performance cruising in this late model with wheel steering and full spinnaker gear. Windpoint, wind-speed, knotmeter/log, VHF and stereo. All lines are lead aft. An excellent opportunity. **\$37,000.**



### RAG TIME — Santana 22

A fully equipped Santana 22 that has been upgraded to the latest rigging trick. New U/K mainsail. VHF, Speedo/log, compass and new Johnson outboard, Spotless! **\$7,000.**



### AGRIVATION — Cheoy Lee 41

A ketch-rigged cruiser with Furno radar, T1 Loran C, Auto Helm 5000, 3.5 kw generator and Perkins 4-108 engine. Ground tackle and safety gear is complete for offshore and coastal cruising. Good sail inventory. She is ready . . . Super condition. **\$99,500.**

### DEALERS FOR BRISTOL YACHTS



- 30' BRISTOL 29.9 Dsl., full instr. . . . . 2 from \$39,750
- ★ 32' BRISTOL Full keel, Hood dsn, roller furl . . . . 35,500
- ★ 35' BRISTOL 35.5 Dsl., gd. inst., rugged cruiser 2 fr 70,000
- ★ 40' BRISTOL Quality, off-shore equip. F.K. . . . . 110,000

### CLASSIC CRUISERS

- ★ 23' BEAR BOAT Full interior, clean, re-fitted . . . . \$10,500
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- ★ 30' MCGREGOR Wd, inb Automic 4 . . . . . 25,000
- ★ 32' ROYAL SLOOP WD . . . . . 8,500
- ★ 33' WINDWARD . . . . . Anxious 12,000
- 38' ALDEN CHALLENGER YAWL 16 sails, dsl, loaded . . 78,000
- 40' PACIFIC YAWL European Quantity, BMW dsl . . . 74,500
- ★ 46' AUX SCHOONER Wood, 1980, full cruise . . . . 105,000
- 55' ALDEN C/B YAWL B&G inst., cruise equip., anx. . 90,000
- ★ 60' GAFF RIGGED CUTTER APPT. ONLY . . . . . 150,000

### EXHILARATING HIGH PERFORMANCE — RACE READY

- 24' MOORE Full one-design ready, fresh water boat . . \$ 16,000
- ★ 27' CONTEST Custom Zaal dsn, racer/cruiser . . . . 17,950
- 27' SANTA CRUZ Trl, 11 bags, new standing & running 16,500
- 28' MA1R Custom C&B, Tlr., full sails, fast . . . . . 19,500
- 29' BUCCANEER 295 Spin gear, 4 sails local loft . . . 27,500
- 30' PEARSON FLYER BMW dsl, Spin gear, st . . . . . 38,500
- ★ 30' J 30 Very clean, lots of sails, ready to go . . . . 38,750
- 33' HOBIE w/trl., North Sails, plush int. . . . . 41,500
- ★ 34' DASH Fast Davidson dsn., 8 sails, Loran . . . . 38,500
- 34' WYLIE Class sails, good electronics . . . . . 2 from 50,000
- 35' SANTANA Class equipped . . . . . 58,000
- 36' PETERSON Dsl, 19 bags, B&G inst., sleeps 8 . . . . 65,000
- 55' SWEDE 7 bags, SatNav, loaded . . . . . 121,000

### LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

- 32' WESTSAIL Teak int, late model, excellant . . . . \$ 62,500
- ★ 33' FREEDOM Cat Ketch, easy to sail . . . . . 2 from 79,000
- 36' ISLANDER FREEPORT RE trades . . . . . owner wants offers
- 37 RAFIK1 Dbl end cruiser, well equipped . . . . . 72,500
- 38' MORGAN 382 Good ocean sailer . . . . . 69,000
- 38' DOWNEAST CUTTER Auto pilot, WP, WS . . . . 2 fm 72,000
- ★ 38' CABO RICO Ctr. dsl, CNG, reefer . . . . . 80,000
- ★ 39' CAL CORINTHIAN Rod Rig., Dsl heater . . . . . 75,000
- ★ 39' LANCER m/s Roomy, great liveaboard . . . . . 94,000
- 39' CAL Tri-cabin, spinn . . . . . 85,000
- 40' MORGAN KETCH Pacific vet cruise ready . . . . . 70,000
- ★ 41' CHEOY LEE Radar, Auto Helm, Loran, Generator 99,500
- ★ 41' CT New cush, dodger, dink . . . . . 72,000
- 42' PEARSON 424 Roller furl, st winches . . . . . 119,500
- ★ 43' KETTENBURG Alum hull, proven cruiser, dsl . . . . 65,000
- 44' HARDIN KETCH AC cab, passage maker . . . . . 114,900
- 44' PETERSON Full cruise, just back fm. S. Seas . . . . 115,000
- 45' EXPLORER One owner, lots of gear . . . . . 137,500
- 46' MORGAN KETCH Loaded . . . . . 150,000
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- 52' COLUMBIA Loaded . . . . . 125,000



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| ★ 20' NEWPORT . . . \$ 4,500    | ★ 25' O'DAY . . . 2 fm 12,900          |
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| ★ 22' SANTANA, 4 fm 5,250       | ★ 25' CATALINA . . . 12,500            |
| ★ 22' MacGREGOR . . . 5,000     | ★ 26' COLUMBIA MK II                   |
| ★ 23' ERICSON . . . 2 fm. 9,950 | ..... 3 from 8,000                     |
| ★ 24' WINDWARD . . . 6,200      | ★ 26' EXCALIBUR NOW 8,000              |
| 24' YANKEE DOLPHIN              | ★ 26' PEARSON . . 2 from 8,500         |
| ..... 2 from 12,500             | ★ 27 <sup>2</sup> BUCCANEER . . 12,500 |
| 25' BAHAMA . . . . 10,500       | ★ 27' CORONADO . . 10,900              |

## EXPERIENCED BAY BOATS

|                                                          |               |
|----------------------------------------------------------|---------------|
| 25' PAC SEACRAFT Bowsprit, dsl, full keel . . . . .      | \$22,000      |
| ★ 26' RANGER OB, very nice, family boat . . . . .        | 14,000        |
| ★ 26' DAWSON CC, dsl, wheel . . . . .                    | 18,000        |
| ★ 26' ISLANDER Sun cover, 4 sails, Bristol Condition . . | 23,500        |
| ★ 26' CONTESSA fk, auto pilot, blt. to Lloyds specs. NBP | 15,750        |
| 26' INT FOLKBOAT Classic Scandinavian Design . . . .     | 13,950        |
| ★ 27' CAL 2-27 Big 1 dsn class, nice . . . . .           | 2 fm 21,500   |
| ★ 27' CATALINA INBD/Diesel, 4 sails . . . . .            | 2 fm 23,000   |
| ★ 27' ERICSON . . . . .                                  | 2 from 17,500 |
| ★ 27' NEWPORT Fresh water, good gear . . . . .           | 2 from 18,000 |
| ★ 27' US IB dsl., roomy & perf. for bay . . . . .        | offers 24,950 |
| 28' ISLANDER Good equip, popular class . . . . .         | 2 from 26,900 |
| 29' COLUMBIA I/B . . . . .                               | 18,000        |
| 30' CORONADO AP, spinn. . . . .                          | 22,500        |
| ★ 30' CAL 2-30 Dsl, all led aft . . . . .                | 22,000        |
| ★ 30' LANCER Dodger, wheel, wp/ws . . . . .              | 30,500        |
| 30' ISLANDER MK II Dsl., SP, stereo . . . . .            | 28,000        |
| ★ 30' SEIDELMANN dsl, tiller, dodger . . . . .           | 33,900        |

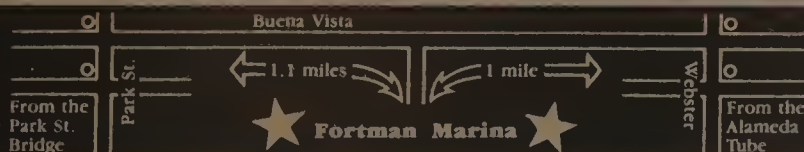
## MOVING UP — COASTAL CRUISERS

|                                                         |             |
|---------------------------------------------------------|-------------|
| ★ 27' DUFOUR 2800 . . . . .                             | \$35,000    |
| 29' CASCADE Dsl., custom finish . . . . .               | 27,500      |
| 30' CAPE DORY dsl, Alberg dsn . . . . .                 | 42,500      |
| 30' NEWPORT II Two spin, AP, CNG . . . . .              | 31,000      |
| 30' BODEGA Burns dsgn . . . . .                         | 27,500      |
| ★ 30' PEARSON Autopilot, dodger, clean . . . NOW 2 from | 26,800      |
| ★ 30' ISLANDER BAHAMA Wheel, Signet, 2 from . . . . .   | 39,500      |
| 30' ERICSON Well equipped, 3 sails, inb . . . . .       | 27,000      |
| ★ 30' WILLARD 8 ton f/k, cutter, wheel, dsl . . . . .   | 49,500      |
| ★ 31' PEARSON DS, WP, Spinn, will trade dn . . . . .    | NOW 34,000  |
| ★ 31' COLUMBIA 9.6 dsl, 4 sails, heater . . . . .       | 30,000      |
| 32' MARIEHOLM FOLK/BOAT Dodger . . . . .                | 38,000      |
| ★ 32' ERICSON Inboard, well kept . . . . .              | 2 fm 27,500 |
| ★ 33' US Dsl, rod rigging, roller frl, roomy . . . . .  | 37,500      |
| 33' KALIK New BP, teak decks, Swan Quality . . . . .    | 49,950      |
| ★ 33' RANGER WP, WS, x-tra nice . . . . .               | 38,900      |
| 36' ISLANDER Full spin gear, avon . . . . .             | 41,000      |
| ★ 36' HUNTER Will trade down . . . . .                  | 52,500      |

## C & C's GALORE — RACE OR CRUISE

|                                                 |                |
|-------------------------------------------------|----------------|
| C&C 26' Dsl, Spin, 6' headroom . . . . .        | \$31,500       |
| C&C 29 Diesel. Spin. gear, Keel shoe . . . . .  | 30,000         |
| C&C 30 ½ ton, custom, 12 sails . . . . .        | 29,750         |
| ★ C&C 34 4 Sails, dsl, wheel, new BP . . . . .  | 59,500         |
| C&C 35 MKI Dodger, new rigging . . . . .        | 47,000         |
| C & C 35 MKII Lots of gear . . . . .            | 58,500         |
| ★ C & C 36 Dodger, Loran, all canvas . . . . .  | Now 69,000     |
| ★ C & C 40' As new, spinn., full race . . . . . | 2 from 110,000 |

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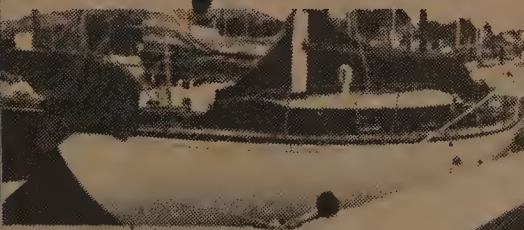
**53' MOTORSAILER**

U.S. built by Skoocum. F/G, 3 staterooms, washer/dryer, excellent vessel for charter work or a circumnavigation. Estate wants offers/\$129,750.



**39' FREYA 1978**

Yanmar diesel rebuilt '85. Loaded with cruising gear including (2) dinghies, vane, RDF, autopilot, etc. **\$97,500.**



**29' ALDEN SLOOP**

I.B. Mahogany on oak, teak decks, refer, VHF, DS, full boat cover. Bristol! **\$25,500.**



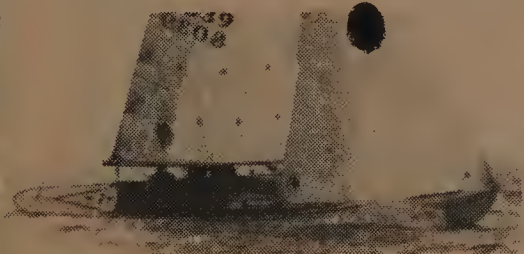
**38' INGRID KETCH**

Famous Atkin design. Master Mariner winner, proven cruiser, excellent live-aboard. Asking **\$55,000.**



**30' TAHITI KETCH**

Benford cedar on oak. (2) sets sails, VHF, DS, RDF, traditional cruising design. **\$19,860.**



**30'6" YANKEE ONE-DESIGN, Stone Built**

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Yanmar diesel, large sail inventory, including (2) spinnakers, autopilot, vane, dodger, 7' f/g dinghy. Excellent deal at **\$19,500.**



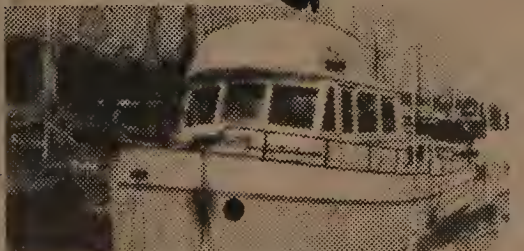
**38' RHODES**

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Leg o' mutton rig. Excellent daysailer, remarkable craftsmanship. **Offers.**



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September Issue  
Volume 1 Number 6  
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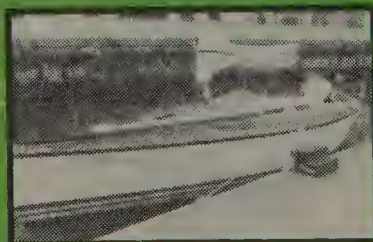
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